DeLoreanWorld

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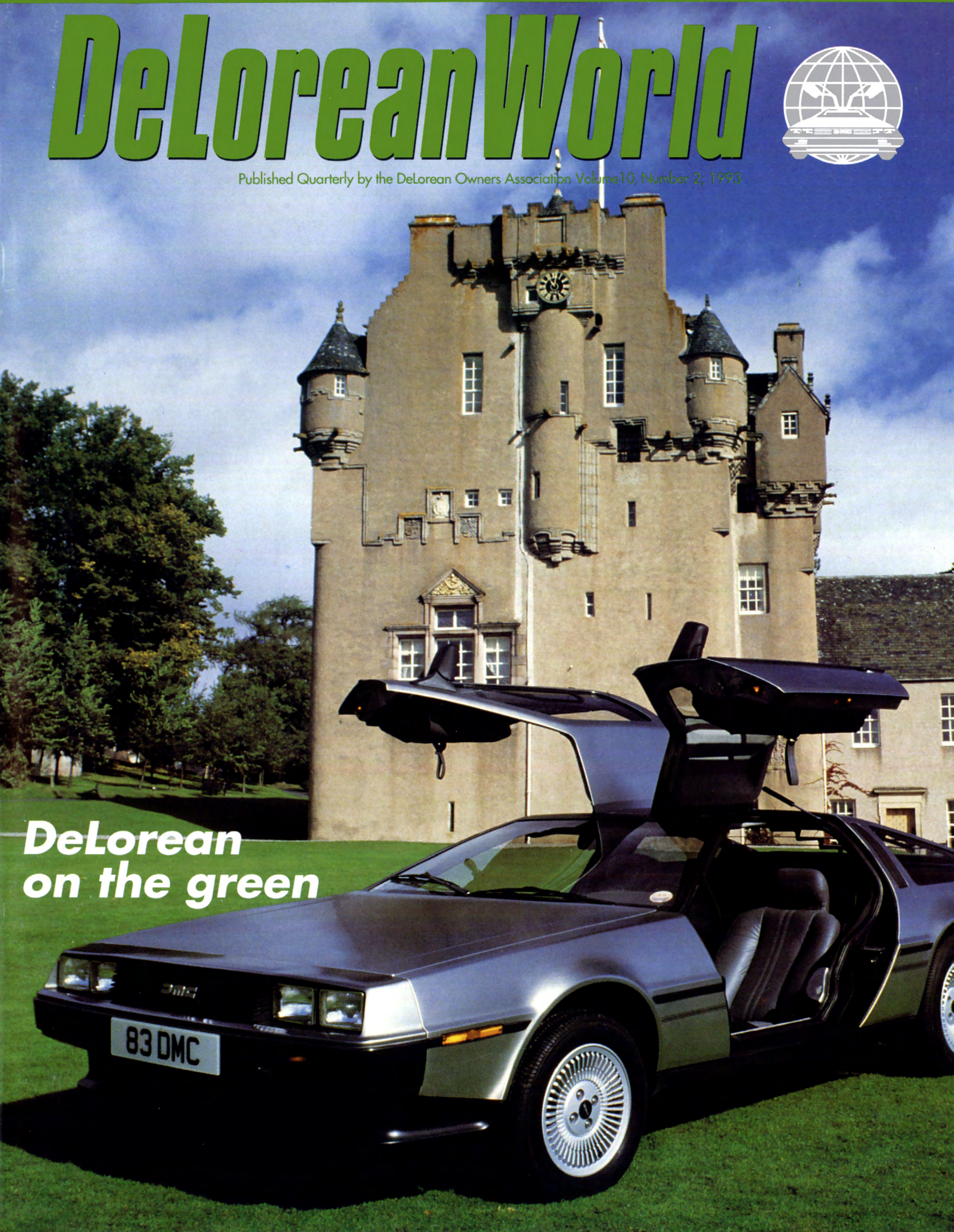

DeLorean on the green

EURO EXPO '93

BELFAST / SEPTEMBER 9-12
EUROPA HOTEL

Dunluce Castle/Courtesy Northern Ireland Tourist Board

COVER PHOTO:
Photo by Jim Henderson, Kincardine O'Neil
VIN 5436
Submitted by George Alpine,
Aberdeen, Scotland

DELOREAN WORLD

Volume 10, Number 2; 1993

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DeLoreanWorld

DeLorean World, Volume 10, Number 2; 1993

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EURO EXPO 93 September 9-12, 1993
Belfast, Northern Ireland

YOUR OPPORTUNITY to visit the former DeLorean Motor Company manufacturing plant in Dunmurry, Northern Ireland and drive the original test track.

LOOK FOR DETAILS THIS ISSUE

ON THE COVER:

The Ancient is Crathese Castle near the town of Banchory in northeast Scotland where I live. The castle dates from the mid 1500's and is the family seat of the Burnetts of Leys to whom the surrounding estate was gifted by Robert and Bruce in 1323. The Modern is my 1981 DeLorean VIN 5436 which I bought two years ago from Geoff Pugh of Seagrave Classic Cars, Northamptonshire, who had imported it from Florida a few months previously. The occasion was a sunny morning in early September, when by kind consent of the National Trust for Scotland who preserves the castle and its magnificent gardens for the nation, I was permitted to have the car photographed in this spectacular setting. I find that DeLorean World provides an interesting and welcome link with other owners and a means of keeping up with news and views. With kind regards,George Alpine.

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PRESIDENT'S MESSAGE

By David Knudson

CASTLES AND MOORS.

One look at the inside cover and I was ready to pack my bags. Although I've spent time in England, I've never been across the channel to Northern Ireland.

Robin McNeill, our Historian, recently returned from a trip to Belfast, where he met with European Chapter Director, Robert Lamrock, and member Keith Pratt. Schedules and prices are rapidly being finalized on what promises to be an absolutely spectacular event. Member Tony Cook is working with the airline to get us an exceptional flight package, as well.

DELOREANS AND FERRARIS.

Mary Lou and I were recently invited to a gala reception and dinner that the Ferrari Club of America was hosting at the Long Beach Grand Prix. The invitation was made by member, Dr. Cryan, who owns a Ferrari in addition to a DeLorean.

It will prove very interesting, I'm sure, to meet and discuss the mechanics of running our individual groups with their board members. We are also looking forward to meeting representatives from auto-related sponsors as well as famous drivers like Dan Gurney.

DELOREANS, GULL WING MERCEDES AND PORSCHES.

The member insurance plan is moving along on schedule with a little added boost. Leland-West, the firm that is marketing the plan to insurance carriers, has grouped us with the Porsche Owners of America and the Gull Wing Mercedes Club of America so that we will have more clout. And, hopefully, better pricing.

SERVICE CENTER GUIDE.

The Board recently approved the issuance of a new service center guide. The last guide, published over five years ago, featured approximately 200 service centers in Canada and the United States that work on DeLoreans. Virtually all of the centers were recommended by members.

Board member Tom Gomez has already called those listed centers (yep, over 200 phone calls) and updated that information. Now, it's your turn to help out. Notice the form in this issue asking for service center input.

TIME FLIES.

Looking through the Historian albums at photos of the Association's early days brought back fond memories. It doesn't really seem possible that it was 10 years ago that 7 couples got together and formed this group. Nearly as amazing is the high number of the "Original 100" that remain members, taking into consideration the high turnover of DeLoreans in the first 5 years.

CRITICISM.

I, for one, enjoy criticism. I think it makes an organization stronger to get both positive and negative input. I have seen many ideas that have worked very well that began, initially, as criticism.

I receive an average of 2 to 3 letters a month—some glowing, some quite critical. I try to answer each of them. For example, I just got a letter recently from a member who suggested offering memberships for multi-years. This is now in the planning stages. But on occasion, I get a letter from one particular member who really has a vendetta going.

His last letter accused the Board of many things, including: (1) Not publishing the names, addresses and phone numbers of all members. (2) Not getting an insurance plan quicker. (3) Sponsoring events that cost the treasury a fortune. (4) Not publishing enough tech articles. (5) Claiming we're releasing newspaper publicity but not doing it. In addition, he accused the Board of other underhanded tactics as well as a well-known DeLorean vendor.

I have received letters from this member over the last few years making, in each of them, essentially the same accusations. He has never attended a Board meeting or even an event. And he apparently doesn't read the magazine or believe anything I've said in the letters I've sent in response.

Be that as it may, I'll respond to his accusations in this open forum. They say one letter reflects 1,000 opinions. I certainly hope this isn't true of this member's letters. But, in case there are a few of you, here are the answers:

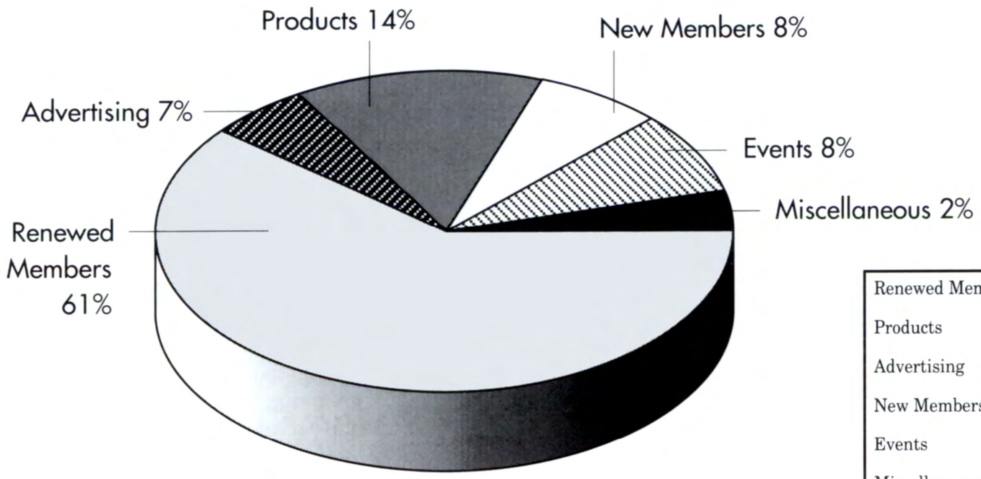
1. Our bylaws prohibit the unauthorized publishing of the names, phone numbers and addresses of our members for their protection. You'll recall, a few years ago, we asked members on their renewal form if they wanted their names listed on a roster. Only about 30% did. However, we did publish it and it is still available.
2. Yes, the insurance plan has taken a long time. But we have continually searched for a firm. As you know, we're working with Leland-West now and hoping for a plan shortly.
3. Most of our national events have cost about what we made on them. A wash. A few have actually made money for the Association.
4. We are publishing all the accurate tech articles we can acquire.
5. Based on news releases that we have sent to major newspapers and magazines, we have acquired 12 articles and an article in June's Car & Driver. These articles have run in papers from Los Angeles to Kansas City.

TREASURER'S REPORT

By Joan Truscott

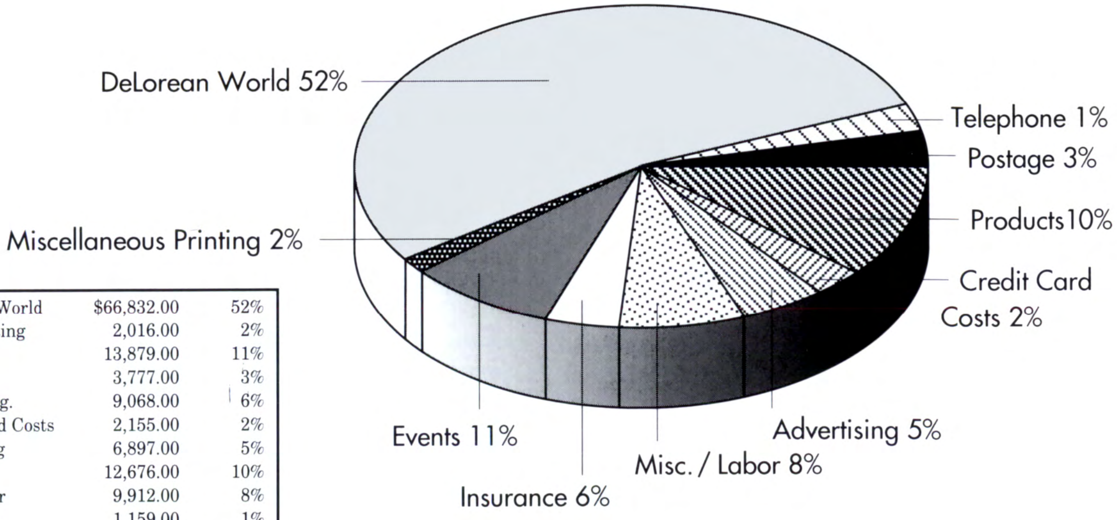
DELOREAN OWNERS ASSOCIATION

FOURTH QUARTER 1992 INCOME



Renewed Members	$89,506.00	61%
Products	20,551.00	14%
Advertising	10,798.00	7%
New Members	12,014.00	8%
Events	11,557.00	8%
Miscellaneous	2,402.00	2%
Totals	$146,828.00	100%

FOURTH QUARTER 1992 EXPENSE



DeLorean World	$66,832.00	52%
Misc. Printing	2,016.00	2%
Events	13,879.00	11%
Postage	3,777.00	3%
Ins. Acc/Leg.	9,068.00	6%
Credit Card Costs	2,155.00	2%
Advertising	6,897.00	5%
Products	12,676.00	10%
Misc./Labor	9,912.00	8%
Telephone	1,159.00	1%
Totals	$128,371.00	100%

EDITOR'S NOTE

By Kay Myhre

The new format of DeLorean World, initiated in the previous issue, has generated many compliments and generally unanimous favorable acceptance. I would like to compliment and thank Jan Detanna of Creative Link for his gifted talent and creativity in redesigning DeLorean World.

In critiquing quality, we realized a need to implement improvements in our printing source. Also, some of you have indicated to our Membership Chairman, John Truscott, that you have not received Volume 9, Number 4. It is nonexistent. In the process of reformatting our almost ten year old series, this was done intentionally, primarily to establish a fixed schedule of deadlines and mailings on a traditional quarterly basis.

Now, here's what we'd like to do and let me tell you why. DeLorean World will continue to be an outlet for your best efforts and true creative potential. This is your opportunity to take advantage of this vehicle to share your unique talents and contribute to what has now become a world class automotive publication.

As you continue to be part of the team, sending in your innovative manuscripts, photos, and artwork, you are assured of the preservation of excellence in your publication. This has been achieved admirably to date thanks to your many efforts, expertise, and shared vision.

When submitting articles and photographs, send duplicate copies and retain same for your records as occasionally items are lost in transit. It is also difficult to keep track of material as it leaves the editorial office and is subsequently submitted to the publisher for paste-ups, etc. Items received, not currently in print, are placed in a file for possible future issues.

Rare gold plated DeLoreans were initially priced in the six figure category. Those few who own one, and who can afford the insurance, make up a very exclusive group. These exclusive automobiles and their history have been researched by Everen T. Brown of Utah, whom you may recall was the panoramic photographer at Expo '91 in Las Vegas.

1993 is the Tenth Anniversary of the DeLorean Owners Association. Robin McNeill is "Looking Back" to 1983 providing a historical perspective for newcomers to the Association as well as points of reminiscence for the original seven founding members. Mary Lou and David Knudson were among those first seven couples. They have membership number four. Yours truly and Associate acquired the lucky membership number thirteen at the first Association picnic in 1983.

Scotland, historically renowned for the origin of the sport of golf, is richly endowed with fascinating castles. George Alpine elegantly displays his DeLorean in grandeur on the cover.

Ed Bernstein reveals everything you should know about the "Care and Feeding" of the DeLorean automobile. Ed and Millie were also among the seven founding members and have been spark plugs since the early development stages.

Mark Hershey again excels in his high tech, yet down home "Love at First Sight" dissertation explaining the vicissitudes of ECU modules and other items of technical interest about your DeLorean. His version may also have an appeal to the not-so-technical reader as he describes his love affair, a more personal view of a highly skilled engineer.

There is further evidence the Association is reaching for its roots projecting an event at the original place of manufacture of the DMC 12. Northern Ireland is also the roots of Robin McNeill who has contributed generously of his time not only with his editorial contribution (Reference: "Roots...Belfast and DeLorean Too", Vol. 6, No. 4, 1989), but most recently in a return trip to Ireland this Spring to support Robert Lamrock and Chapter 38, the hosts of DeLorean Expo '93. Look for details in this issue.

Kay Myhre

AREA REGIONAL
CHAPTER CALENDAR OF EVENTS
FOR 1993

by Millie Bernstein, Area Regional Chapter Director

PAST – PRESENT – FUTURE

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215) 789-4326

MAY 14-16	Eastern Regional Run IV, Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN 27	Fairmount Park Vintage Grand Prix Auto Festival, Philadelphia, Pennsylvania
JUL	Summer Tech/Social, Door Adjustments
AUG 8	New Hope Auto Show, New Hope, Pennsylvania
SEP 4-6	Eastern Region Weekend at Lime Rock Park, Connecticut
OCT	Fall Tech/Social
NOV	Museum Social
DEC	Holiday Social

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612) 429-6912

MAY	Tech Seminar
JUN	Tour Black Hills, South Dakota

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404) 449-1968

MAY 16	Day Trip to Peachtree City, Dinner at Carelli's
JUN 13	Tech Session and BBQ at Heninger's, Gainesville
JUL 3-5	Weekend Trip to Gatlinburg, Tennessee and the Smoky Mountains
AUG 21	Tech Session and race car driving, Malibu Race Track, Vic and Dee Yingst's home
SEP 21	Day Trip to Stone Mountain, Laser Light Show
OCT 17	Day Trip through North Georgia Mountains, Refreshments at Cohutta Lodge
NOV 20	Tech Session, covered dish dinner, Tom and Simi Long's

AREA REGIONAL CHAPTER 7

Northern Illinois and Southern Wisconsin
Don Gowler, Coordinator
(708) 397-0322

JUN 13	Picnic
JUN 27	Lambs Farm Car Show
JUL 17	Tech Session
AUG 15	Corn Fest Parade, Mendota
SEP 18	Tech Session
OCT 9	Dinner Party
DEC 4	Holiday Dinner

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
(713) 664-1833

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
(818) 993-0967

MAY 14-16	Cliffs at Shell Beach, Shell Beach, California
JUN 13	A Taste Tour of Early L.A.

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Stride, Coordinator
(802) 889-3732

MAY 14-16	Eastern Regional Run IV, Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN 20	Annual Trip to Newport Car Show, Newport, Rhode Island

JUL 18	Collings Auto/Air Museum, Stowe, Massachusetts, Meet in Natick, Massachusetts, Lunch, Gallagher's Restaurant
AUG/SEP	Overnight to Lincoln, New Hampshire to see Clark's Bears

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216) 866-5038

JUN 11-13	Camel GT, Mid-Ohio Race Course
JUN 19	Health Hill Hospital, Children's Charity Show
JUN 20	Stan Hywett Classic Car Show, Akron, Ohio
JUN 27	Earth Angel Charity Run, Lancaster
JUL 31	Football Hall of Fame Parade, Canton
AUG 7	Shaker Square British Car Show VII
AUG 28-29	Greenfield Village Tour, with Michigan DELorean owners
SEP 9-12	Trans-Am, Mid-Ohio
OCT 9-10	Leaf Tour

AREA REGIONAL CHAPTER 38

United Kingdom and Ireland
Robert Lamrock, Coordinator
02332-3281-22

SEP 9-12	EURO EXPO, Belfast, Northern Ireland

AREA REGIONAL CHAPTER 35

Lower New York, Northern New Jersey
Gary Masie, Coordinator
(201) 473-2832

MAY 14-16	Eastern Regional Run IV, Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN/AUG	Picnic
JUL	Balloon Fest
SEP 4-6	Lime Rock, A Day at the Races
OCT 23	Halloween Monster Bash
DEC 4	Holiday Party

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516) 491-1248

MAY 14-16	Eastern Regional Run IV Spinner's Motor Inn and Restaurant, Hershey, Pennsylvania
JUN	Rallye to Montauk Point and Dinner, Guerney's Inn Jaguar Club of Long Island Car Show
JUL	Pool Party, Todd Zimmer's Home, and Westbury Gardens, Evening of Music
AUG	Westbury Gardens, Evening of Music
SEP	Labor Day Weekend to Lime Rock, Connecticut
OCT	Rallye to Long Island Wineries for music, wine, and food
NOV	Social and Covered Dish Dinner
DEC	Holiday Party

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, WesternColorado
Everen T. Brown, Coordinator
(801) 364-2642

Intermountain Chapter members get together on a monthly basis. Everyone is welcome to attend. To obtain the latest listing of events, contact Chapter Coordinator, Everen T. Brown and it will be sent to you immediately.

AREA REGIONAL CHAPTER 39

Northern California
Tina and Gary Hall, Coordinators
(707) 538-1662

AREA REGIONAL CHAPTER 40

Virginia, Maryland, Washington D.C.
Jack Singer, Coordinator
(804) 747-5289

AREA REGIONAL CHAPTER 41

Iowa
Joan Struve, Coordinator
(319) 355-7086

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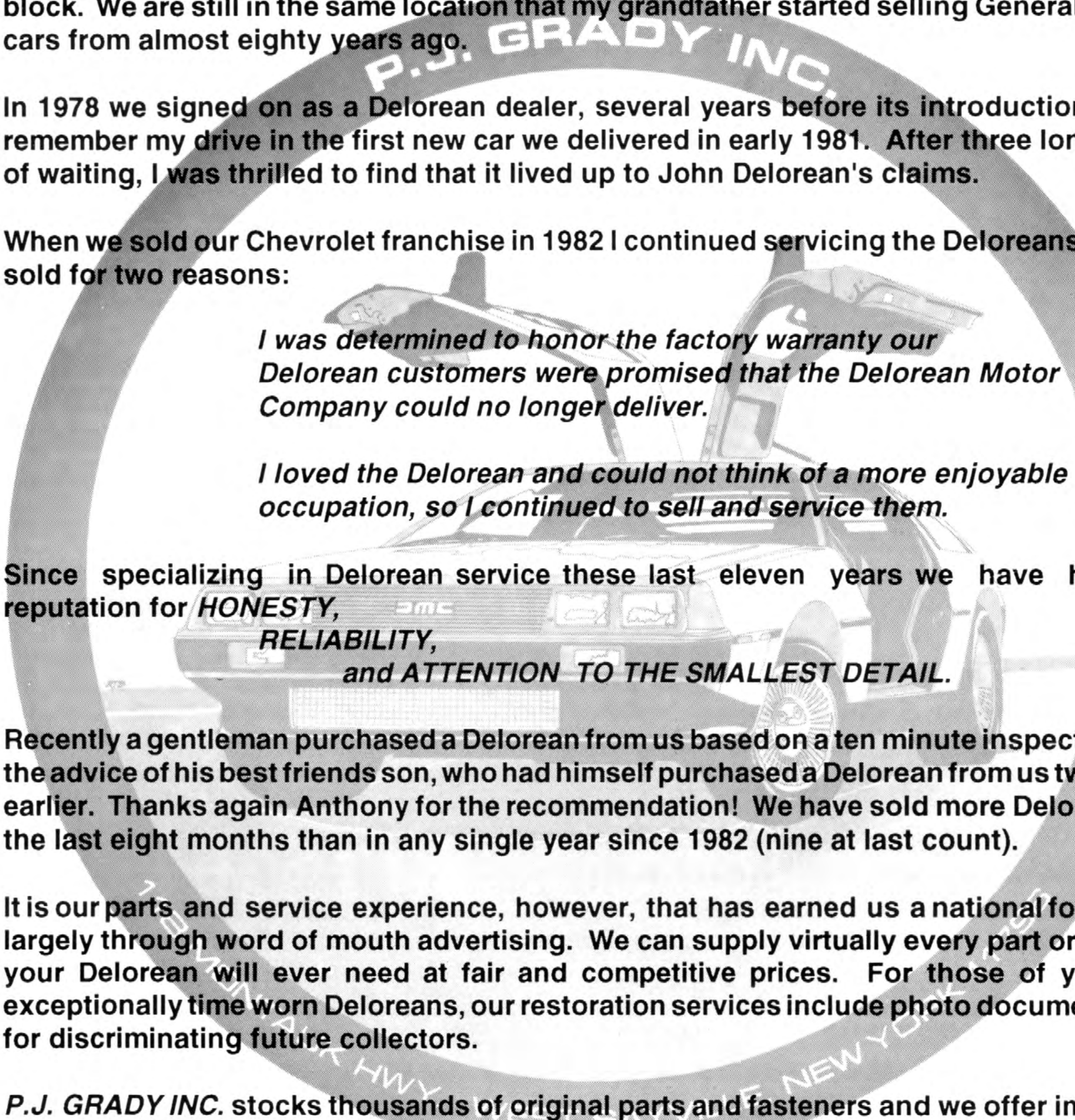

P.J. GRADY INC.
118 MONTAUK HWY WEST SAYVILLE NEW YORK
DMC

Although you may not have heard of us before we are definitely not the new kids on the block. We are still in the same location that my grandfather started selling General Motors cars from almost eighty years ago.

In 1978 we signed on as a Delorean dealer, several years before its introduction. I still remember my drive in the first new car we delivered in early 1981. After three long years of waiting, I was thrilled to find that it lived up to John Delorean's claims.

When we sold our Chevrolet franchise in 1982 I continued servicing the Deloreans we had sold for two reasons:

> ***I was determined to honor the factory warranty our Delorean customers were promised that the Delorean Motor Company could no longer deliver.***
>
> ***I loved the Delorean and could not think of a more enjoyable occupation, so I continued to sell and service them.***

Since specializing in Delorean service these last eleven years we have honed a reputation for *HONESTY,*
RELIABILITY,
and ATTENTION TO THE SMALLEST DETAIL.

Recently a gentleman purchased a Delorean from us based on a ten minute inspection and the advice of his best friends son, who had himself purchased a Delorean from us two years earlier. Thanks again Anthony for the recommendation! We have sold more Deloreans in the last eight months than in any single year since 1982 (nine at last count).

It is our parts and service experience, however, that has earned us a national following, largely through word of mouth advertising. We can supply virtually every part or service your Delorean will ever need at fair and competitive prices. For those of you with exceptionally time worn Deloreans, our restoration services include photo documentation for discriminating future collectors.

***P.J. GRADY INC.* stocks thousands of original parts and fasteners and we offer improved versions of hard to find or trouble prone parts. Our first parts catalog is currently being compiled which will include some parts that are not available anywhere else.**

For further information please call us at (516)589-6224 or send inquiries to:
Robert Grady, *P.J. GRADY INC., 118 MONTAUK HWY, WEST SAYVILLE, NY 11796*

YOU ARE INVITED TO EURO EXPO '93

Euro Expo '93 will take place in Belfast, Northern Ireland September 9 through September 12.

Here are just a few of the activities planned for you:

- A Rallye Tour that will take you through the lush, green countryside of Northern Ireland. You will see one of the seven wonders of the world, the Giant's Causeway and the oldest registered whiskey distillery in the world, Bushmills.
- The Technical Seminar will be hosted by several of the original DeLorean executives. Enjoy a tour through the DMC factory and a ride in a DeLorean around the test track, thanks to our European DeLorean owners.
- Historic locations will be the settings for the receptions, banquets and entertainment.
- See the original Giugiaro prototype and other important DeLorean memorabilia at the Ulster Transport Museum.
- If that isn't enough, our headquarters will be the Europa Hotel, a four-star hotel situated in the heart of Belfast. And yes...yes, close to wonderful stores just made for shopping.

All of this would not be possible without Robert Lamrock, the European Chapter Coordinator, and many of his dedicated members.

I know you are wondering just what all this is going to cost. Robin McNeill, a frequent traveler to Northern Ireland and our Euro Expo liaison, is working out an exceptional package he assures us will be very affordable.

Invitations will be in the mail by the end of May. In the meantime, if you would like information, call Mary Lou Knudson (818) 352-7232.

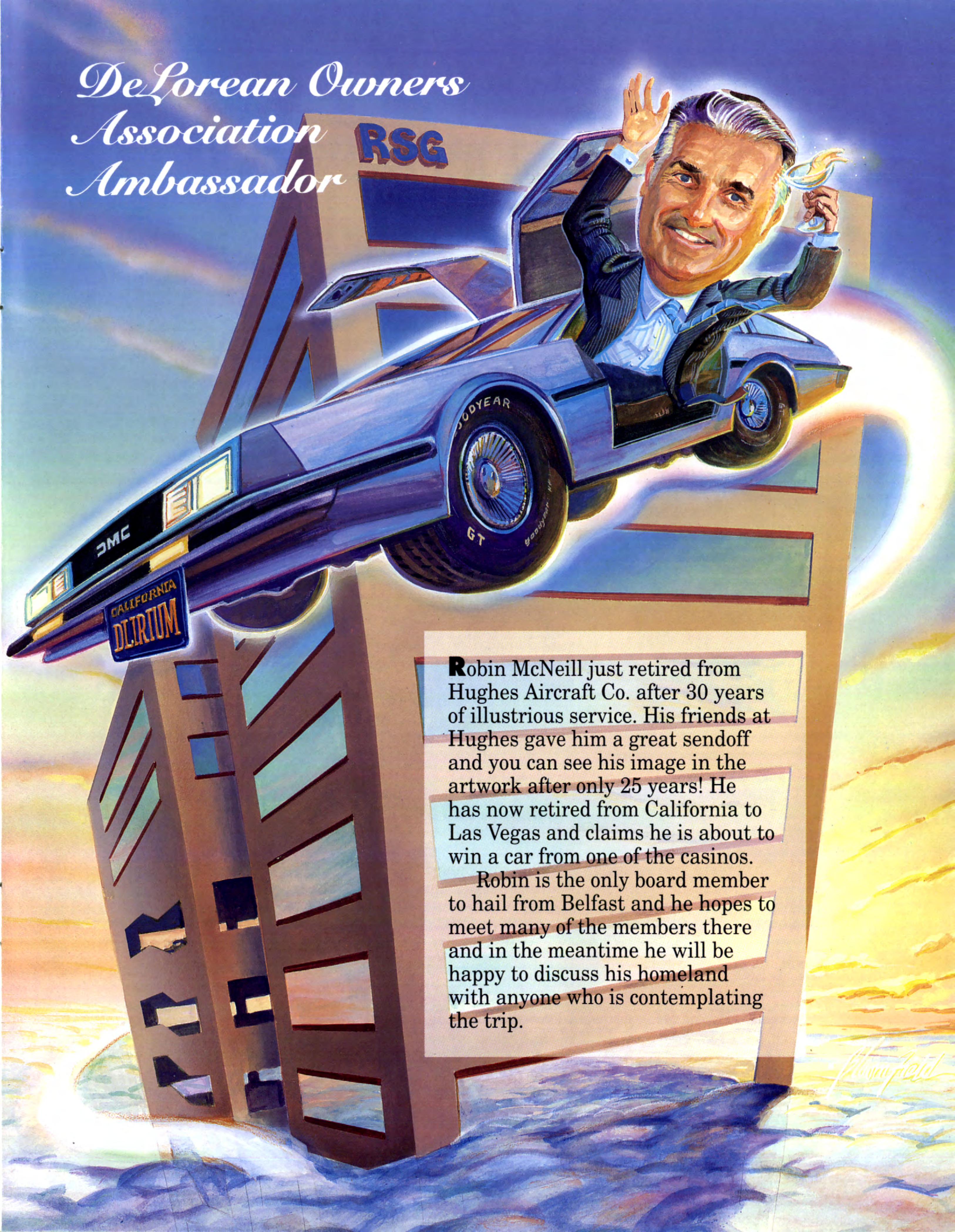
> **"Euro Expo '93 promises to be one of the most exciting conventions ever held, and DeLorean owners from around the world will have an opportunity to sample our local charm and hospitality — not to mention the natural scenic beauty of the country. I trust you will make the most of what, I hope, will be a memorable occasion."**
>
> Best Wishes,
> Robert Lamrock,
> Chapter 38 Coordinator

100,000 Mile Honorees

by Jack Balderston

The DeLorean Owners Association plans to honor its more experienced cars by publishing their VIN numbers (and owner's names) in future issues. If you have over 100,000 miles on your car, please call or write to our Executive Director, Mary Lou Knudson, at (818) 352-7232 or at the address on this issue's masthead, giving your current milage. Classes to be honored are those over 100,000 miles, over 150,000 miles and over 200,000 miles. With time, we will add new classes. We know there are happy cars that enjoy the public's adoration as they travel around the streets of the world (we have cars on four continents!). It is time that these cars receive their due reward. If you think you hold the milage record, send us a picture (of the car, not the odometer). Be sure there is a smile on the hood and a swish to the tail. No down-in-the-dumps or up-on-blocks cars are admitted to this exclusive society.

DeLorean Owners Association Ambassador



Robin McNeill just retired from Hughes Aircraft Co. after 30 years of illustrious service. His friends at Hughes gave him a great sendoff and you can see his image in the artwork after only 25 years! He has now retired from California to Las Vegas and claims he is about to win a car from one of the casinos.

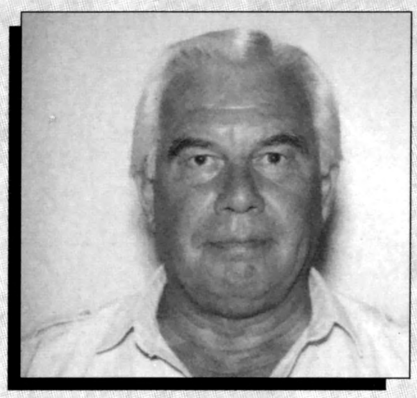
Robin is the only board member to hail from Belfast and he hopes to meet many of the members there and in the meantime he will be happy to discuss his homeland with anyone who is contemplating the trip.

Looking Back
10 YEARS

By Robin McNeill
Historian

After a meeting of a for-profit DeLorean club in March of 1983, several members met with the intention of forming a nonprofit organization.

- On March 27, the first entry was made in the minutes book. The meeting was held at the home of Ed and Millie Bernstein.



Robert C. Giedeman

After reviewing a list of suggested names for the group, a decision was made to call it the DeLorean Owners Association.

- The founding members were:

Pepe and Barbara Lipana
Ed and Millie Bernstein
Bob and Arthurine Giedeman
David and Mary Lou Knudson
Pat and Sharon Parr
Dick and Jan Shipman
Dick and Nancy Zeigler

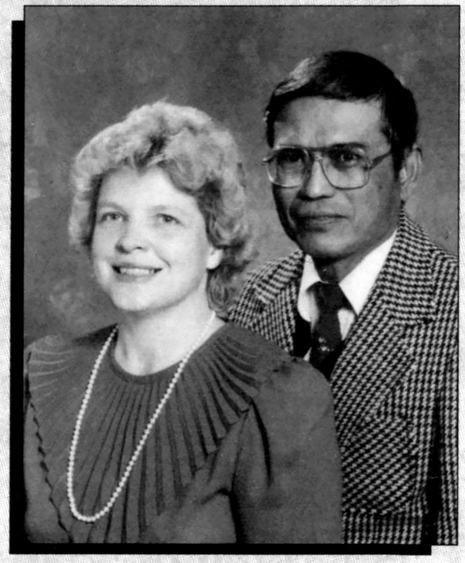
Each of the founding members loaned the new association $50. The money was returned to them within 6 months.

- Officers were elected at the April 10th meeting:

Bob Giedeman - President
Ed Bernstein - VP, Technical
David Knudson - VP, Activities
Jan Shipman - Secretary
Nancy Zeigler - Treasurer
Dick Zeigler - Membership
Dave Kaleel - Professional Advisor
Barbara Lipana - Parliamentarian
Harry Holmberg - Director

- On May 15th, the first activity was a rallye to Santa Barbara and lunch at the Biltmore Hotel.
- The DeLorean Owners Association was incorporated in June.
- El Dorado Park in Long Beach was the site of our first picnic on July 17.
- The Board of Directors has met every month, with very few exceptions, since that time.
- Of the first 100 members, 36 are still active:

Jack and Phyllis Balderston
Ed and Millie Bernstein
Michael N. Bilyk
Bob and Audrey Byers, Jr.
Joe and Carol Campbell
Alan and Susan Daniels
Daniel De Prez
Burr and Marky Dean
Frank Dorris
David and Glenna Egan
Gerald and Kathie Evans
Kelley and Kim Gilliland
Wayne and Donna Hull
Bill and Stella Ketts
David and Mary Lou Knudson
Lee and Judi Leader
Barbara Lipana
Frederick Lockett
Ernst Mayer
Bert and Terri Middleton
Charles and Gladys Muffley
Kjell and Kay Myhre
Stan and Peggy Ordway
Gerry Pleysier
Gene and Carol Reynolds
Dick and Janet Shipman
Bill and Jacquelyn Slee
Lawrence and Ila Spring
Jon and Debra Spurlin
William and Shirley Squire
John and Joan Truscott
V.I.P. Trust Deed Company
Harry and Priscilla Ward
Robert and Donna Warren
Bernard and Anita Wood
Dick and Nancy Zeigler



Barbara and Pepe Lipana

Dick and Nancy Ziegler

Ed Bernstein
and Marilyn Somebody

Dick Shipman

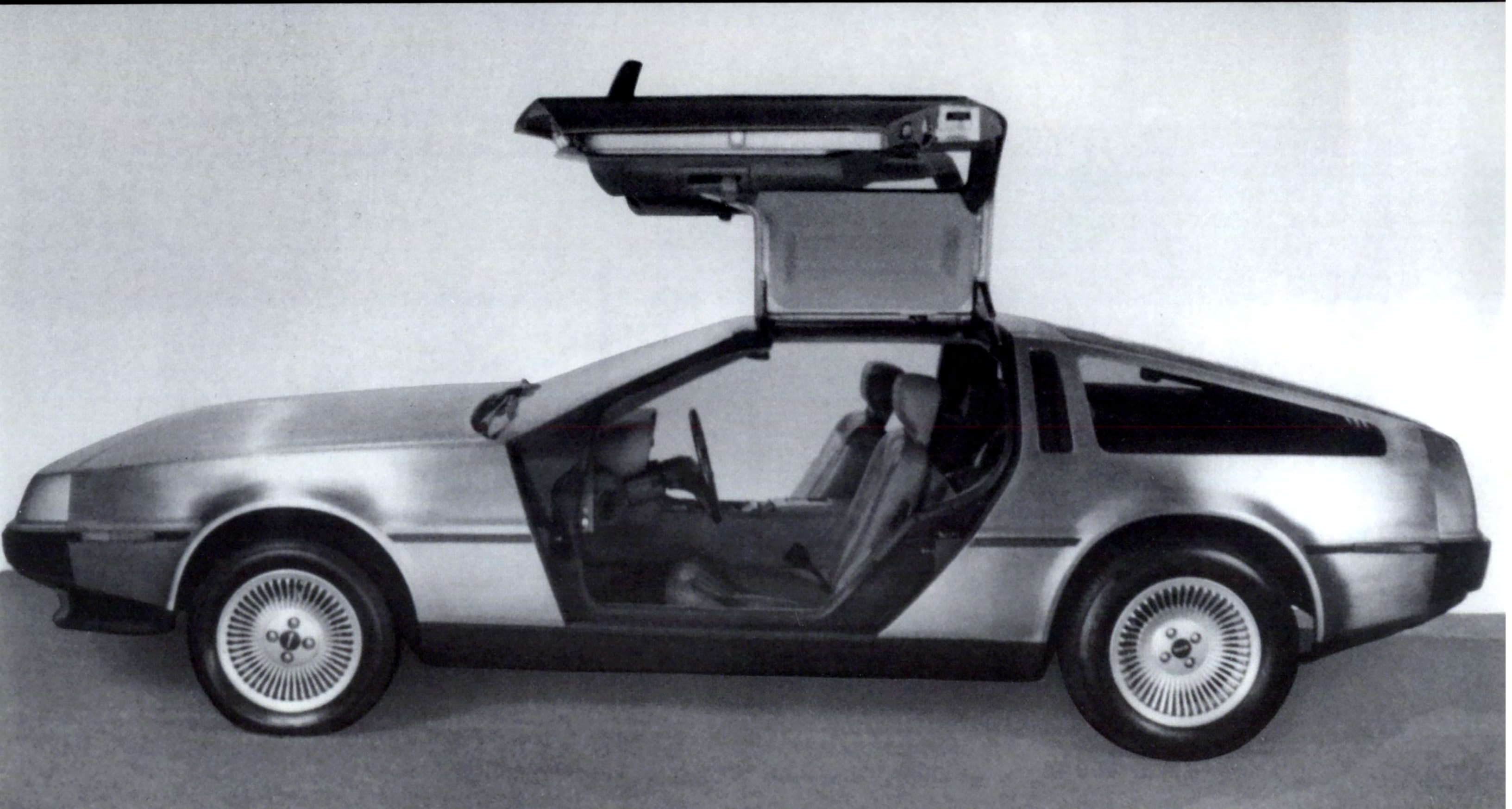
David and Mary Lou Knudson

Jan Shipman

Millie Bernstein

Pat and Sharon Parr

We are now selling DeLoreans that are so exceptional, they have a 6-month/6,000-mile warranty!



You can purchase a DeLorean from DeLorean One with confidence.

Now you can purchase a DeLorean with the same confidence you would have when purchasing a new car. More, in some cases.

This is because we go through every DeLorean we sell with a fine-tooth comb. Everything that needs even minor attention is replaced or upgraded to the proper specifications - inside and out.

Buy a car that increases in value.

Everyone knows the minute you buy a new car and drive it home, it depreciates thousands of dollars. Not so with DeLoreans. Why not put your money into a car that will increase in value rather than decrease?

Years in the planning.

This is not a new idea at DeLorean One. We've been considering selling completely refurbished DeLoreans for years because we have seen so many problems that owners have encountered after buying poorly maintained cars.

You get an excellent warranty.

We put our money where our mouth is. We're so sure of the quality of our DeLoreans, we give you a 6-month/6,000 mile warranty.

We can tailor a car for you.

Whether you'd like a gray or black interior, an automatic or a 5-speed transmission, a standard or an exotic sound system, we can provide it for you.

If you own a so-so DeLorean, trade it in.

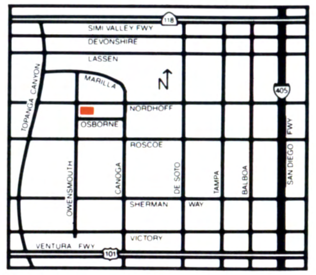
You may have a DeLorean that has seen better days. You like the car but it needs a lot of expensive work. Trade it in on one of our warranteed beauties and drive it with confidence for years to come.

Take advantage of our pickup and delivery service.

No matter where you live in the country (except Hawaii or Alaska) we'll pick up your car, repair it right, and return it to you.

If you've had problems with parts from other mail order sources, give us a call. We'll help you out.

Our 24-hour, toll-free phone numbers: (800) DMC-HELP or (800) USA-DMC1
International Fax (818) 998-6381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OWENSMOUTH
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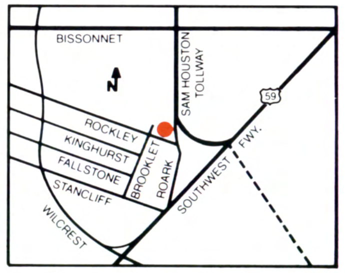
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DELOREAN ONE

IT WAS LOVE AT FIRST SIGHT

Article and illustrations by Mark Hershey

DECEMBER 1992

I found it sitting on a used car lot near Dallas, Texas on a Saturday afternoon in early November of 1988. It was as close as I had ever been to actually touching a DeLorean, although I had long been an admirer of the stainless steel gullwing and dreamed of owning one since I saw the first pictures years ago. Serial number 2786, dirty and disheveled, was waiting patiently in the back lot for the right owner to restore it to its former elegance.

I never knew anyone who owned a DeLorean, so my knowledge of the car came from various automobile magazines, John Lamm's book, Stainless Steel Illusions, and from the newspaper stories chronicling the rise and fall of John DeLorean and his dreams for the DMC-12. Sometime in 1985 I had discussed with my wife the possibility of owning one, but we were just starting a family and the time just wasn't right. She found a large color print of a doors-up DeLorean at a local arts and crafts shop and had it framed in stainless steel to give to me as a form of consolation, fully expecting that I would go on to more practical dreams.

The dream lay dormant for awhile but didn't die, despite the somewhat tarnished reputation of the DeLorean Motor Car Company, and the tarnished appearance of Number 2786 as it stood before me at the rear of the lot between two aging Volvo sedans.

It was love at first sight, and I knew I had to have it.

A few nagging doubts set in as I looked over the exterior - slight dent in the right front fender, sun damaged body side molding and front and rear fascias, and the cracked rear louver that neither latched closed nor held itself open. I cautiously opened the driver side door and noted the deteriorated leather seats, the cracked, sun-baked dash, and, on closer inspection, the missing hood release lever. The headliner fabric hung down from sun-rotted edges along both side windows, and the plastic trim on both arm rests was broken or missing. The passenger side door was missing the gas strut, and as I climbed inside, the drooping driver's door closed itself with a loud crash which did little to lessen a slight feeling of claustrophobia from the jet-black interior and the high console and door sills. A thick layer of dust covered everything, leaving the appearance of long-abandonment and an overwhelming need of repair.

Still, the original Goodyear NCT tires were in good shape, and a cautious glance at the odometer showed a very reasonable 17,280 miles. This car had potential, but as it had no battery, I had to wait awhile to test drive my long-awaited dream.

I had the feeling that this once-fine automobile would eventually be mine. If I could convince Janet to let me trade my perfectly respectable Datsun for a slightly used DeLorean.

One month elapsed as I researched the practicality of owning and restoring a DeLorean. Excitement mounted as everything began to fall into place. Parts were still available from a number of sources and insurance was reasonable, compared to the Datsun. There was usually at least one DeLorean listed for sale in the local newspapers, and if the asking prices were at all typical of the selling prices, Number 2786 was quite possibly a bargain. A brief chat with a well-informed loan officer convinced me that my car was a steal if repair parts were available and reasonably priced.

Sometime in December I stumbled across a copy of Hemmings Motor News that led me to John Truscott and the DeLorean Owners Association. John was able to assure me that owning a DeLorean could be an enjoyable and rewarding experience once any remaining factory and owner-induced defects were resolved. He responded to my queries with a back issue of DeLorean World magazine that further convinced me the car was alive, well, and living a very special existence in the hearts of dedicated DeLorean owners everywhere.

> **"DeLorean World Magazine further convinced me the car was alive"**

TECH notes

I bought Number 2786 in late January and limped home from the lot amid stares from drivers startled both by the unusual appearance of a DeLorean and by the raucous sound of exhaust gases leaking around the manifold gasket.

I should explain that I am not a mechanic and have no real experience in automobile repair, but I am a dedicated tinkerer comfortable with a soldering iron and a roll of electrical tape. I prayed that most of the car's problems would be electrical and cosmetic, and that the chassis and drive train would prove to be sound.

My hopes were dashed as the automatic transmission unexpectedly downshifted to second gear and stayed there most of the way home. The smell of overheated wiring greeted my disapproving wife as I pulled into the driveway to show off my new prize.

It was the longest day of my life.

THE RENAISSANCE

The next few weeks were spent fixing the small defects and troubleshooting the big ones. The cosmetic problems were relatively easy, and the electrical problems—many and varied—were only slightly more difficult to correct.

I found out much later that most of my defects were classic DeLorean problems experienced by most owners. I eventually purchased a complete set of DeLorean World back issues—much too late in retrospect, but the hours of labor discovering what was often already documented in back issues gave me a good understanding of the car. Most of the restoration has been without assistance from automotive professionals and I made a few avoidable mistakes along the way. If you are restoring a DeLorean, take heart—it is possible to keep one in great shape with little or no experience. They seem to have been designed for easy repair and routine maintenance.

ELECTRICAL SYSTEM

I learned somewhere that the DeLorean electrical system was designed by Lucas Electric in England, and endured most of the inevitable Lucas jokes from former Triumph and MG owners. My favorite: the reason the British drink their beer warm is that Lucas made all the refrigerators. And these people make wiring harnesses for airplanes too.

My DeLorean suffered several cases of simple bad connections—crimps on connecting lugs, some of which produced enough heat to distort the plastic parts of the connector. Generally a simple recrimp or a little solder fixed these problems quickly. My fuse block suffered meltdown somewhere along the way, and I now have several outboard fuse holders where the plastic fuse block should be. Recrimping connections in the fuse panel area eliminated flickering of the dash lights, stabilized the fluctuating reading at the instrument panel voltmeter, and eliminated overheating of the circuit breaker which supplies current to the cooling fans. Back issues of DeLorean World detail several modifications in this area, including the elimination of the Fan Fail module. I recommend this fix—-the original design did more to failure of the cooling fan circuit than to alert you to a failure as it was intended.

"A light coating of dielectric grease made a tremendous difference stabilizing the voltage at various loads."

Number 2786 still had the original Ducillier alternator, which worked fine at high RPM's but was a little anemic at low revs. I wanted to replace it with a more reliable alternator, but did not want to cut or modify anything and destroy the originality of the car. I discovered by accident that a Delco 100 amp unit from a Cadillac Fleetwood fits perfectly in the original Ducillier engine block mounts, and a curved universal alternator bracket from Pep Boys was modified to replace the lower tensioning bracket used with the Ducey. A home-made Ducey- to-Delco wiring adapter avoided the need to cut off the Ducillier-type connectors on the wiring harness (see Fig. A).

The tail and brake lights were intermittent—easily repaired by soldering the lamp sockets where they attach to the printed circuit board. If the originals are excessively corroded or if you want to modify them, replacement boards of a superior design are available from advertisers in DeLorean World. I simply removed most corrosion with a wire brush on a Dremel Moto-Tool tool, then used a slightly acidic solder flux to achieve a good wetting of the soldered joints. It is very important to thoroughly clean off the flux residue to avoid any subsequent corrosion of the connections.

continued on page 27

AT THE END OF THE RAINBOW

GOLD

By: Everen T. Brown
Photos: Mike Fagen & Carl Winters

Everen T. Brown enjoying a Golden Moment with the Gold DeLorean at the National Auto Museum in Reno, Nevada.

I still delight in answering the age old question... "WHAT COLOR IS YOUR DELOREAN?" While some have painted DeLoreans, most of us have but one answer etched in our stainless steel memories. But a select group of three owners can respond to that question; "Mine's a 24 KARAT GOLD PLATED!" That's right...three DeLoreans were gold plated. They are the Gold at the end of John DeLorean's rainbow. I crisscrossed the country to find out about these golden dreams, uncovered their history, found two are for sale, and where you can see these elusive DeLoreans! I invite all you gold-diggers to join me in search of DeLorean Gold!

It all started in 1980 with an advertisement on the outside cover of the American Express Christmas Catalog. Touted as the "Most Luxurious Car in the World, The Exclusive 24 Karat Gold Plated DeLorean" was offered to cardholders as the ultimate holiday gift. The catalog copy goes on..."Specially commissioned by you alone, as conceived by the great Giorgetto Guigiaro — the DeLorean is a masterpiece of engineering and design." "The entire corrosion free stainless steel outer body panels of this limited edition DeLorean will be electroplated with pure 24 karat gold." "Furthermore, no more than 100 will ever be produced." The sales price for this car was $85,000. A $10,000 deposit would hold your order with the balance due upon delivery in June of 1981.

Hopes were high to sell 100 of these specially commissioned cars. Only two were sold. Vin 4300 was sold to Sherwood Marshall of Alameda, California. Marshall was the sole owner of the car and in 1986 donated it to the National Automobile Museum in Reno, Nevada. (At that time, it was known as the William F. Harrah Foundation.) Acting Museum Chairman, Clyde Wade, said Marshall made the donation because of "Insurance, pure and simple." The insurance rate was "eating him alive." Insurance costs were reportedly $1,000 per month when it was not being driven. The cost to repair one door was estimated at $24,000.

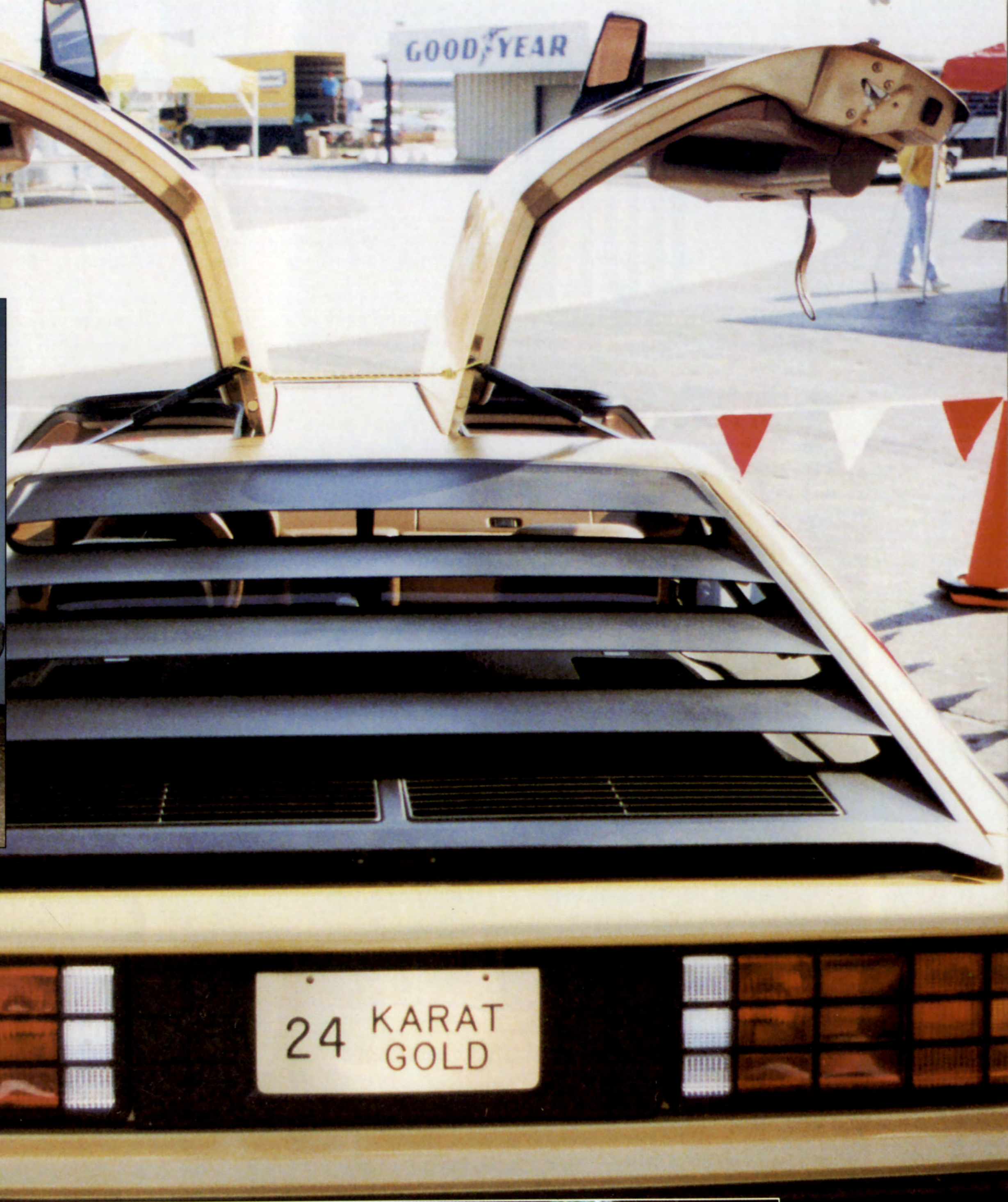
At the time of the donation, the car had 1,442 original miles and was appraised at $175,000. This car has the saddle tan leather interior which is quite beautiful. The car is on permanent display at the National Automobile Museum. See the "WHERE TO FIND THEM" information for admission times and cost.

Gold DeLorean number 2 is VIN 4301. It was sold to Texas banker, Roger Mize. Mr. Mize displayed the car in a glass "cage" in the lobby of Snyder National Bank in Snyder, Texas, ever since he took delivery. The car has never been started and was wheeled into the glass display where it sits to this day. Mr. Mize detailed his purchase in the Fall, 1985 issue of DeLorean World magazine, which sports a sharp cover photo of the car on display in the bank.

Mr. Mize passed away in 1987, and according to his son-in-law, Bruce Kallemyn, the car is now owned by Mr. Mize's five grandchildren. He told me the car is for sale. You can also visit this Golden Dream Car. See "WHERE TO FIND THEM" section.

continued on page 22

Saddle brown leather interior looks marvelous!



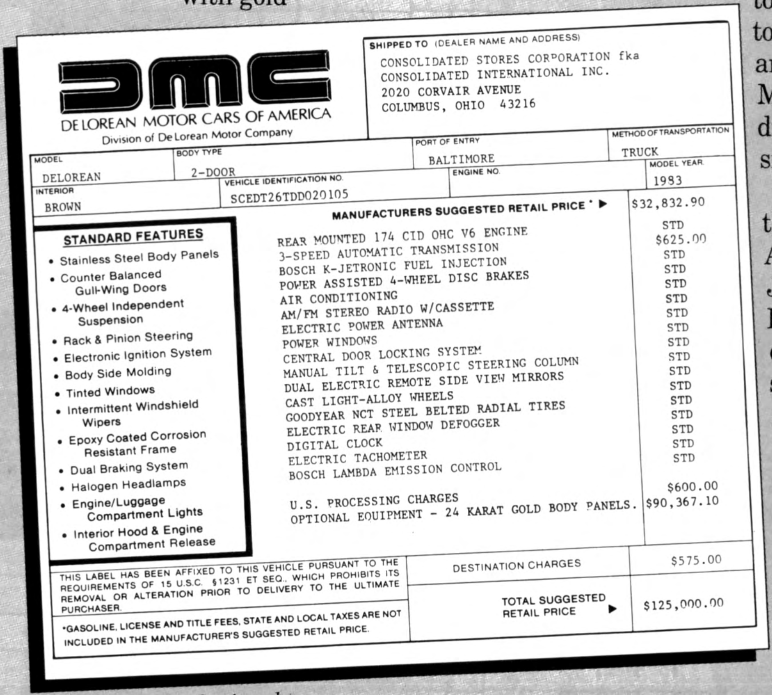
Carl Winters admiring 24 Karat excellence.

AT THE END OF THE RAINBOW

GOLD

Chapter 9 members recently got together and drove six and a half hours, from the Houston area, to visit this valuable car. They received a special reception and were invited to inspect the car "up close". Stephen Wynne commented the car is in "perfect shape". Like a "time capsule to the past", it is in pristine condition. The bank is climate controlled and everything on the car is original, including the tires. Some members even got a chance to sit in it! It sports the standard black leather interior. Both VIN 4300 and 4301 are five speed transmission cars. Both are 1981 models.

The third Gold DeLorean is an automatic and it is VIN 20105. It has quite a story behind it, starting with its birth in 1983. Consolidated International, who bought the remaining DeLoreans, reskinned this car with gold panels and gave it the last vehicle identification number.



DMC
DE LOREAN MOTOR CARS OF AMERICA
Division of De Lorean Motor Company

SHIPPED TO (DEALER NAME AND ADDRESS)
CONSOLIDATED STORES CORPORATION fka
CONSOLIDATED INTERNATIONAL INC.
2020 CORVAIR AVENUE
COLUMBUS, OHIO 43216

MODEL	BODY TYPE	PORT OF ENTRY	METHOD OF TRANSPORTATION
DELOREAN	2-DOOR	BALTIMORE	TRUCK

INTERIOR	VEHICLE IDENTIFICATION NO.	ENGINE NO.	MODEL YEAR
BROWN	SCEDT26TDD020105		1983

STANDARD FEATURES

- Stainless Steel Body Panels
- Counter Balanced Gull-Wing Doors
- 4-Wheel Independent Suspension
- Rack & Pinion Steering
- Electronic Ignition System
- Body Side Molding
- Tinted Windows
- Intermittent Windshield Wipers
- Epoxy Coated Corrosion Resistant Frame
- Dual Braking System
- Halogen Headlamps
- Engine/Luggage Compartment Lights
- Interior Hood & Engine Compartment Release

MANUFACTURERS SUGGESTED RETAIL PRICE * ▶	$32,832.90
REAR MOUNTED 174 CID OHC V6 ENGINE	STD
3-SPEED AUTOMATIC TRANSMISSION	$625.00
BOSCH K-JETRONIC FUEL INJECTION	STD
POWER ASSISTED 4-WHEEL DISC BRAKES	STD
AIR CONDITIONING	STD
AM/FM STEREO RADIO W/CASSETTE	STD
ELECTRIC POWER ANTENNA	STD
POWER WINDOWS	STD
CENTRAL DOOR LOCKING SYSTEM	STD
MANUAL TILT & TELESCOPIC STEERING COLUMN	STD
DUAL ELECTRIC REMOTE SIDE VIEW MIRRORS	STD
CAST LIGHT-ALLOY WHEELS	STD
GOODYEAR NCT STEEL BELTED RADIAL TIRES	STD
ELECTRIC REAR WINDOW DEFOGGER	STD
DIGITAL CLOCK	STD
ELECTRIC TACHOMETER	STD
BOSCH LAMBDA EMISSION CONTROL	STD
U.S. PROCESSING CHARGES	$600.00
OPTIONAL EQUIPMENT - 24 KARAT GOLD BODY PANELS.	$90,367.10
DESTINATION CHARGES	$575.00
TOTAL SUGGESTED RETAIL PRICE ▶	$125,000.00

THIS LABEL HAS BEEN AFFIXED TO THIS VEHICLE PURSUANT TO THE REQUIREMENTS OF 15 U.S.C. §1231 ET SEQ., WHICH PROHIBITS ITS REMOVAL OR ALTERATION PRIOR TO DELIVERY TO THE ULTIMATE PURCHASER.

*GASOLINE, LICENSE AND TITLE FEES, STATE AND LOCAL TAXES ARE NOT INCLUDED IN THE MANUFACTURER'S SUGGESTED RETAIL PRICE.

24 Karat Gold – Optional

This car was offered in a drawing by Odd Lots/Big Lots department stores, (a division of Consolidated International), and over four million entries were reportedly received. The ad read, "From one of our many world-wide close-out deals! This is the last car from our 2700 car DeLorean buyout! The entire body, less bumpers, has been gold plated. It sports a saddle and brown leather interior."

The drawing for the car was held on December 16, 1985 and the winner was Charley Greene, a fifty-five year old draftsman from Sharon, Pennsylvania who decided to sell it. He contacted Harry Kauffman Motorcars of Milwaukee, Wisconsin, and arranged to sell it the very same day he took ownership of the car. Kauffman sent a representative to Columbus, Ohio to pay for the car and drive it back to Milwaukee. It was driven back in a snowstorm!

It was entered in the Milwaukee Auto Show in January, 1986. Kauffman sold it days before the show, with the agreement it would be in the show and delivery would take place afterward. The Kauffman people reported to me this was the only time a used car dealer was allowed to exhibit at this show. And the Auto Show people told them that a good percentage of people attended just to see this car!

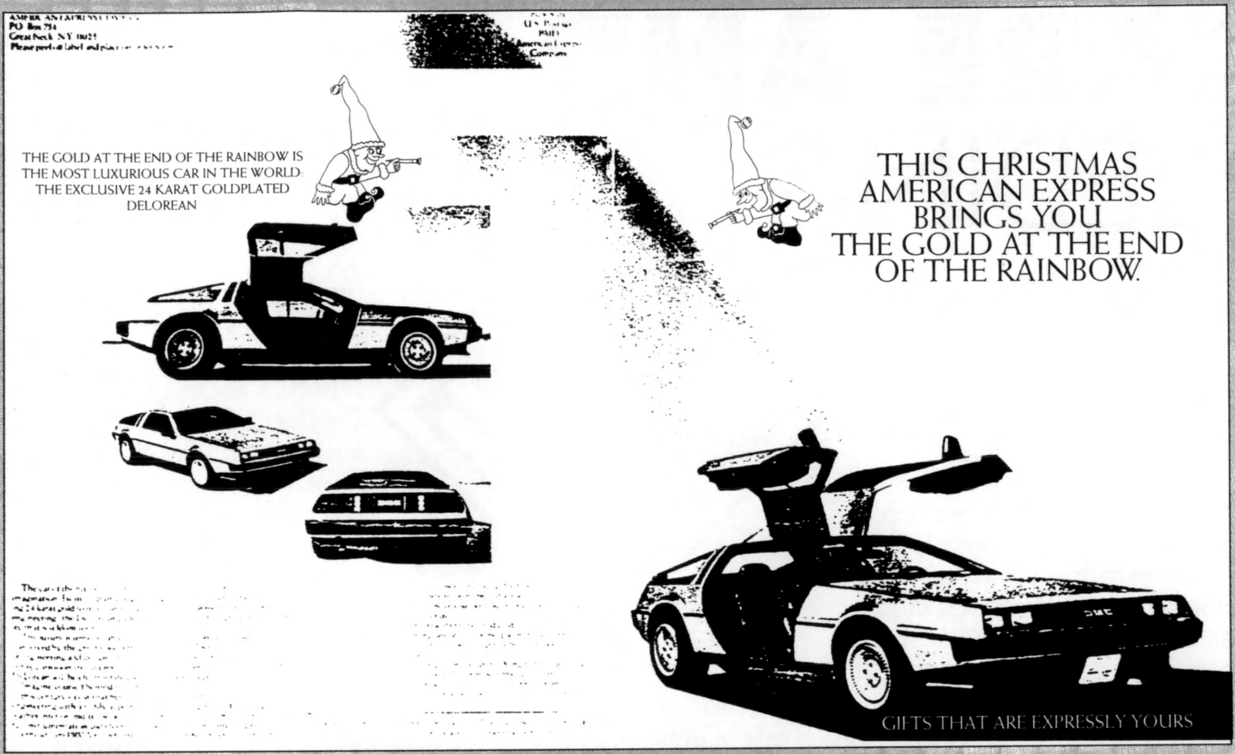
Richard Ruby, a New York shopping mall developer, became the new owner. He exhibited it in his shopping malls. He later sold it to its current owner, Carl Winters of Maryland.

Mr. Winters bought the Gold DeLorean because he and his wife, Pauline, are self-described "Antique Car Nuts". He also owns a stainless steel 1983 five speed DeLorean, as well as a mini-collection of other collector cars, including a 1937 Nash Roadster, 1937 Packard convertible, a 1951 Crosley Super Sport and many more!

He is a retired businessman and enjoys traveling, his family, and his cars. Even his granddaughter, Lauren Stewart, enjoys cars. To his knowledge, the car has never been licensed and has only 605 original miles. Mr. Winters mentioned if someone was interested in purchasing the car, or leasing it for trade shows, he would like to talk to them.

The original window sticker from the Winters' Gold DeLorean shows the 24 KARAT GOLD BODY PANELS list price for $90,367.10! How's that for optional equipment!

Our journey to seek out DeLorean Gold has taken us to many different destinations to dispel the golden rumors and find the actual cars. We have met the people who belong to an exclusive group and give new meaning to the Gold Standard!



THE GOLD AT THE END OF THE RAINBOW IS THE MOST LUXURIOUS CAR IN THE WORLD: THE EXCLUSIVE 24 KARAT GOLDPLATED DELOREAN

THIS CHRISTMAS AMERICAN EXPRESS BRINGS YOU THE GOLD AT THE END OF THE RAINBOW.

GIFTS THAT ARE EXPRESSLY YOURS

Attracting wide attention, the 1981 American Express Christmas catalog offered a De Lorean "electroplated with pure 24 karat gold" at $85,000—but you could charge it. Two of the planned 100 were sold, one in Texas, the other in California (where else?).

WHERE TO FIND A GOLD DELOREAN NEAR YOU!

Two Gold DeLoreans are on display.

The National Automobile Museum, 10 Lake Street South, Reno, Nevada, 89501, has VIN 4300 on permanent display. The Museum is open 9:30 AM to 5:30 PM daily, (except Thanksgiving and Christmas). Phone (702) 333-9300 for museum information. Current admission prices are Adults $7.50, Seniors $6.50, Juniors (6-18) $2.50, and ages 5 and under, free.

Snyder National Bank, Snyder, Texas has VIN 4301 on display in its lobby. There is no admission charge, and banking hours of 9:30 AM to 3:00 PM apply; closed on weekends and holidays.

HOW TO OWN A GOLD DELOREAN ON ANY BUDGET

As noted in the Gold DeLorean article, two of the three Gold DeLoreans are for sale. You can contact Bruce Kallemyn at Snyder National Bank or write to Carl Winters, P.O. Box 5515, Cresaptown, Maryland, 21505.

After calling around, you might decide you could Gold plate your existing DeLorean and save some money in the process. I spoke to several people in the gold plating industry to get estimates (and these are just that — estimates — not guaranteed prices!) on what it might cost. They told me the plating company would need extra large tanks to accommodate the door panels, etc., so not every plater could do the job. The guestimate was around $75,000 for the gold plating only. This price did not include taking off the panels and putting them back on the car.

If that is still too pricey for your pocketbook, Eugene Tufaro sells a Gold DeLorean neck charm for only $350.00. It is the Gold DeLorean we all can afford! (See his advertisement in this issue.

Twenty years from now, you will remember that 1993 was your year of GOLDEN OPPORTUNITY to own one!

ABOUT THE AUTHOR

Everen T. Brown enjoys his DeLorean and is an avid collector of DeLorean memorabilia. He owns and manages Everen T. Brown Specialty Advertising in Salt Lake City, Utah, a marketing company in the premium and promotional item business.

His travels have taken him around the world many times, including visits to both North and South Poles. He is currently working on a book of his 360 degree panoramic photos. He is the founder of the Polar Preservation Group which is dedicated to protecting and educating the world about the fragile Polar environment.

In his spare time, he enjoys painting with world-renowned watercolorist, Doug Kingman, a close friend. He also has an extensive collection of Concorde and Space memorabilia, including a pack of gum flown on board Apollo 11!

CARE AND FEEDING

By Ed Bernstein, DeLorean One

Second in a series of articles covering your DeLorean investment.

Just suppose, for a moment, that you were given a beautiful, honey-brown puppy with long, floppy ears, big, brown eyes and a wet, black nose the size of your thumb nail. It's a stumbly, little thing that's always getting into something it's not supposed to and sometimes it has a "little accident" right in the middle of the living room carpet. It's just like any other puppy except for one thing.

This little puppy cost $5,000.00!!!

Just like the ugly duckling that turned into a swan, this topsy-turvy little bundle of fur isn't anything special today, but someday, in the next few years, it could become one of the finest show dogs of its breed in the world.

Would you feed it the cheapest dog food you could buy? Would you only bathe it once every six months or leave it locked up in a tiny closet all the time, with no room for it to exercise? Would you let it freeze outside on cold winter nights or roast in the hot, summer sun? If it got sick, would you try to find the cheapest remedy available? Of course you wouldn't. But a surprising number of people treat their DeLoreans just like this.

It always amazes me how many DeLoreans I see that are junkyard-ready; not because of an accident or reckless use, but because the owners simply neglected them. Such a needless waste of immediate and future dollars.

Opportunities don't knock very often.

I bet most everyone you talk to has passed up a once-in-a-lifetime opportunity to get in on the ground floor of something big before it took off and became extremely valuable or rare. And no matter whether you consider real estate, automobiles, stocks or jewelry, you must admit they were all a lot cheaper ten years ago than they are today. Or what about that franchise you were considering that's worth a fortune today?

Or what about the DeLorean automobile? Just try to find one that looks and runs like new for less than it was when it was new. There are cars and there are cars.

Let's face it - telling time on a $5.00 watch is done every bit as well as telling time on a $3,000.00 watch. Like a Rolex, the DeLorean does not sell function so much as style and joie de vivre.

Today, most automobiles have neither. They do not evoke a, "Gee whiz," response. In fact, they're pretty ho-hum boring. If you line up a white Mercedes, BMW, Lexus, Infiniti, Cadillac, Buick and Continental, next to one another and take off their identifying logos, you'd be pretty hard-pressed to tell them apart. And if you could, who cares? You can spend $60,000 and there isn't a collector car in the bunch.

Most automobile manufacturers become too accustomed to being (or trying to be) number 1 in everything. Whenever they have to adjust themselves to difficulties, it causes them a lot of psychological pain. Designing and offering copy-cat cars is less risky.

Road & Track Magazine has listed the DeLorean as one of the top ten collectible cars of the '90's. Their choice was based on three factors: (1) The cars are reasonably priced at the moment. (2) Publicity and films have created a mystique and notoriety for the marque. (3) DeLoreans are attention-getters.

I'll add to that, two more reasons: (1) They are a high-quality automobile. (2) In addition to being attention-getters, they have sex appeal.

Although the investors/collectors are already buying up pristine examples, they will aggressively begin to acquire and deal in DeLoreans in the next 3 to 7 years, and that is the group that will generate the $40,000 to $75,000 cars I know will start to surface.

continued on page 32

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DeLorean
MOTOR CENTER

Performance by California's Best:

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11 YEARS OF DELOREAN FACTORY EXPERIENCE SAVES YOU MONEY!

DON STEGER
DeLorean Specialist
Owner and Shop Technician
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DMC DeLorean
Don

Specializing in:

- Preventive Maintenance (Most Important)
- Turbo Installations - Single & Twin
- Full transmission repair - Automatic and Standard - Send them & we will rebuild
- Glass Installation & Fiber glass repair
- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
- Metal Finishing - Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Computer alignment:
  Front caster and toe-in adjustable
  Rear camber and toe-in adjustable

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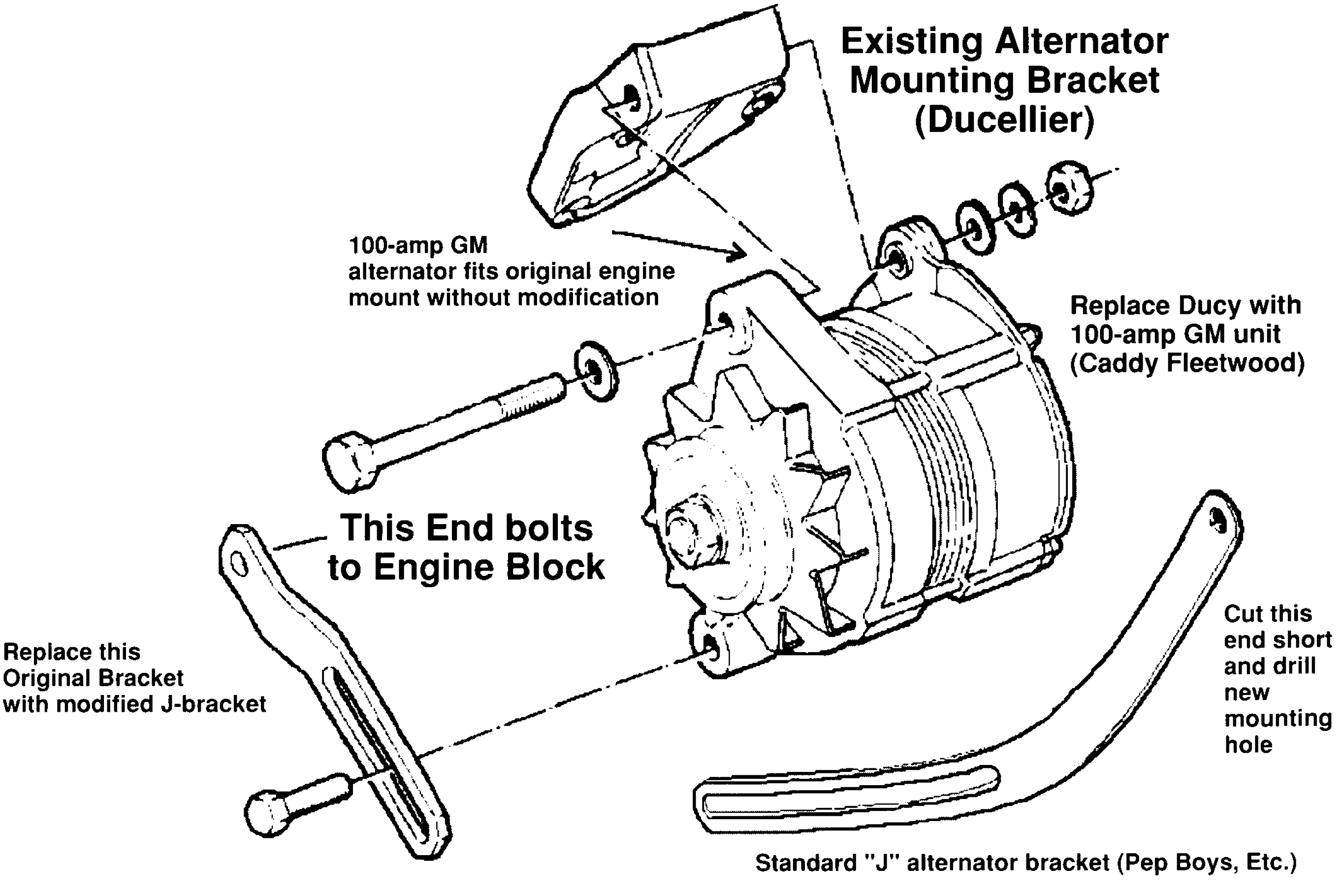

Existing Alternator Mounting Bracket (Ducellier)
100-amp GM alternator fits original engine mount without modification
Replace Ducy with 100-amp GM unit (Caddy Fleetwood)
This End bolts to Engine Block
Replace this Original Bracket with modified J-bracket
Cut this end short and drill new mounting hole
Standard "J" alternator bracket (Pep Boys, Etc.)

Fig. A

Love At First Sight *continued from page 19*

Other electrical failures:

Radio—gave up and replaced it and the front speakers.

Grounding System—Removed all connections to the chassis, cleaned, and installed with a light coating of dielectric grease made a tremendous difference stabilizing the voltage at various loads.

Door Locks—This problem was both electrical and mechanical. The lock solenoids were burned out and the mechanisms were badly misadjusted by the previous owner. I managed to get myself locked into the car in a shopping mall parking lot one afternoon. Once my passenger stopped his hysterical laughter I was able to get out of his side, and later opened up the upper trim panel on both doors and made the proper adjustments using instructions from a manual I purchased from a parts dealer in Wisconsin. I scavenged new solenoids from a wrecked '82 Chrysler New Yorker at a local salvage yard. These were identical in size and internal construction to the DeLorean units, but had a different mounting bracket welded to the solenoid casing and different wiring harness connectors. The inside components of the Chrysler and DeLorean solenoids can be swapped by carefully opening one end of the solenoid can and sliding the guts out. I made a set of adapter cables to mate the Chrysler wiring to the DeLorean harness, to ease future exchanges and to avoid modifications to the DeLorean.

"The fix is fairly easy if you are handy with a soldering iron..."

Door Lock Control Module—The door lock control unit was also defective. I repaired it by replacing two obviously burned diodes with IN4007 diodes available from Radio Shack. I also burnished the modules' relay contacts, but the design of this module is poor and it will eventually fail again if not modified. The tiny relay's contacts are not capable of handling the highly inductive load of two solenoids, and the contacts will eventually stick shut, destroying at least one solenoid in the process. To reduce the load on the relay's contacts, I added outboard relays such that the door lock module's tiny relay drives only the auxiliary relay, which in turn drives the door lock solenoids. The relay I used came from the primary ignition and accessory circuits in an '82 Datsun 200 SX and its contacts are more than adequate to handle the load of the solenoids. This fix has been in place nearly four years, and the lock solenoids continue to work perfectly. Back issues of DeLorean World show a circuit for a replacement door lock control module that uses no relays and includes logic that prevents damage to solenoids if the locks become sufficiently misadjusted to activate both lock and unlock solenoids at once. (See Fig. B)

AUTOMATIC TRANSMISSION

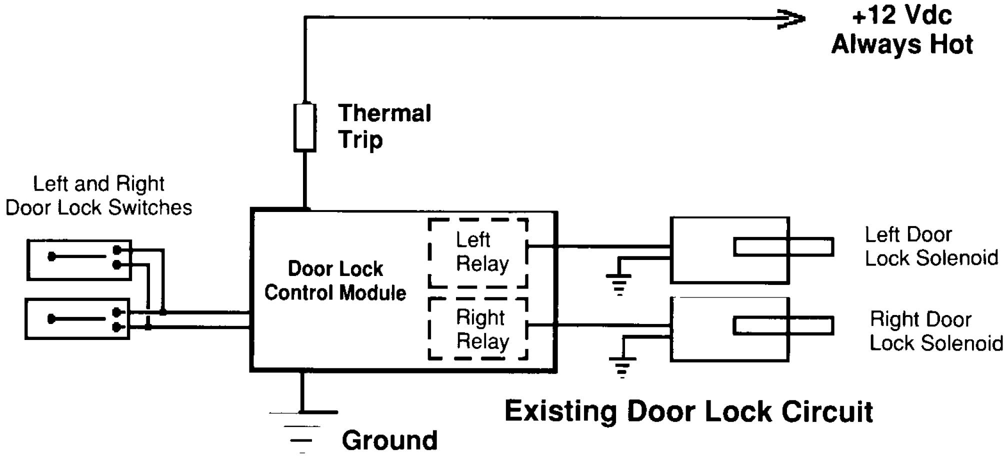
I have had several problems with incorrect shifting of the automatic transmission. So far, all have turned out to be electrical rather than mechanical in nature. Mounted on the side of the transmission housing is an expensive device called the Governor Computer that senses throttle position and vehicle speed and "computes" two signals that feed to the shift mechanism in the transmission. My Governor failed intermittently, causing occasional unexpected downshifts to second gear while cruising comfortably in third gear on reasonably level ground.

The Governor Computer is sealed at the factory, but is easily removed, opened and resealed. The device has a rectangular aluminum cover that is removed by straightening a slight crimp, then gently prying off the top cover, revealing two small circuit boards potted in a white silicone material resembling bathtub caulk.

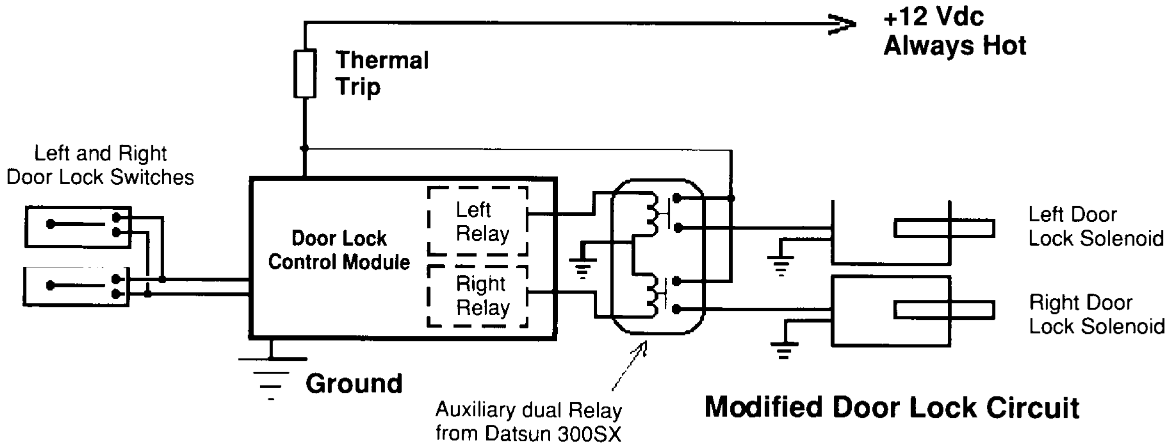
The fix is fairly easy if you are handy with a soldering iron or have access to a former Heathkit builder. Originally, my module simply suffered cold solder joints. I cleaned off the white rubber compound, re-soldered every connection, and reassembled the module, initially without any potting compound. After a little trial and error, all bad solder joints were eventually located and corrected. After discussions with other owners who have tried the same fix, most of the problematic cold solder joints were where short jumper wires connect the two circuit boards together.

A subsequent failure of the module was caused by a failure of a transistor that drives one of the shift solenoids, causing the solenoid to remain energized at all times and preventing the transmission from shifting into third. The original RCA-marked transistor was replaced by a Radio Shack NPN tab-type power transistor. Almost any NPN transistor capable of handling about 5 Amps at 100 Volts or so should be more than adequate for the repair.

continued on page 29


+12 Vdc
Always Hot
Thermal
Trip
Left and Right
Door Lock Switches
Door Lock
Control Module
Left
Relay
Right
Relay
Left Door
Lock Solenoid
Right Door
Lock Solenoid
Ground

Existing Door Lock Circuit


+12 Vdc
Always Hot
Thermal
Trip
Left and Right
Door Lock Switches
Door Lock
Control Module
Left
Relay
Right
Relay
Left Door
Lock Solenoid
Right Door
Lock Solenoid
Ground
Auxiliary dual Relay
from Datsun 300SX

Modified Door Lock Circuit

Internal relays in door lock module have tiny contacts that cannot handle solenoid load. Added large-contact relay has adequate capacity and will not stick and cause solenoid burnout.

Fig. B

Love At First Sight *continued from page 27*

The original circuit is not protected from power spikes and transients caused by routine starting or jump-starting your DeLorean, so it is good practice to add antispike devices (Varistors) to the circuit as shown in another back issue of DeLorean World.

Another common problem that can cause erratic shifting in DeLoreans with automatic transmissions is corroded connections inside the red plastic wiring harness connector, located under the corner housing in the engine compartment that covers the ignition coil. Remove, clean, and reinsert the red connector to correct any problems caused by corrosion of these parts.

IGNITION PROBLEMS

This was an unusual problem. In winter months, the car would run for exactly 5 minutes and 31 seconds from a cold start every morning, then stop dead in its tracks. After a short wait (about 3 minutes) it could be restarted and would run fine until the next cold-start.

Every morning I would start the car and drive it around the block until the symptom reappeared, coasting to a stop in front of the same house! There I would sit until the car would restart. Similarly, every evening before the drive home, I first headed for a nearby parking lot away from traffic and most of the hecklers. After a few circles around the lot, the DeLorean would fail in the usual manner.

Note that it only happened if the ambient air temperature was less than about 40 degrees F. If the engine is cranked during the dead period, the tach pointer didn't "twitch" as it would if the ignition circuit was OK, indicating that the problem was electrical rather than fuel delivery.

I eventually traced the problem to yet another bad connection, this time on the inductive pickup lead where it attached to the distributor. I'll skip the sordid story on how this was traced, but a real mechanic would probably have recognized the problem without going through the process I put myself through. Fixing the problem isn't easy, since it involves disassembling the distributor. Best leave this one to your friendly DeLorean mechanic. According to a mechanic friend of mine, failure of this part in Volvos and other cars with reluctor-type pickups in the distributor is fairly common, although the intermittent failure mode is a bit unusual. (See Fig. C)

I imagine the guy is still wondering why that DeLorean pulled up in front of his house every day.

WATERLOGGED SPARK PLUGS

Another ignition problem was caused by water entering the spark plug wells. DeLorean spark plugs are recessed into vertical wells, which can collect and hold water if not sealed properly. On my car, the rubber well seals on the spark plug cables were still pliable, but intense Texas rains occasionally penetrated the seals on the two plugs located directly under the rear deck lid air vents. If the engine is cold when the water enters, the water will short out the high voltage to the spark plug and the engine will either not start or it will start and run roughly. If it will start at all, you might think that warming up the engine will eventually boil out the water in the offending well—but nooooo...the engine never gets hot enough from neighboring cylinders to boil off the water in the dead cylinder's well. So carry along some paper towels to wick out the water. Note that water splashed into the well after the engine has already reached operating temperature will boil out OK, so if you drive through high-water and stall, chances are the engine will restart after a few minutes.

"...the car would run for exactly 5 minutes and 31 seconds... then stop dead in its tracks."

Obviously, the thing to do is to keep water out of the well in the first place. You can help keep water out of the wells by working a bead of high—dielectric grease (available in small tubes at any auto parts store) into the channel in the underside of the spark plug cable seal before seating the cable firmly on the spark plug well. Some of the grease should squeeze out around the spark plug well lip. I did this three years ago, and have had no problem since. If your spark plug boots are no longer pliable, replace all spark plug cables and boots with genuine DeLorean or Volvo leads.

MISCELLANEOUS MECHANICAL PROBLEMS

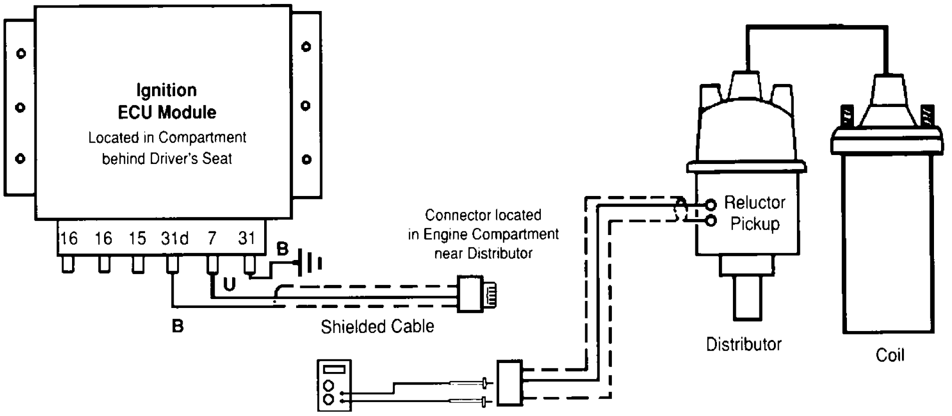
SLOW FUEL FILL

One odd problem was an extremely slow fuel fill rate. After spending twenty minutes filling the tank in that first brisk February breeze, I noticed that the filler neck did not have the customary small obstruction that prevents insertion of a leaded gasoline filler nozzle.

continued on page 31

subject: **IGNITION PROBLEMS**

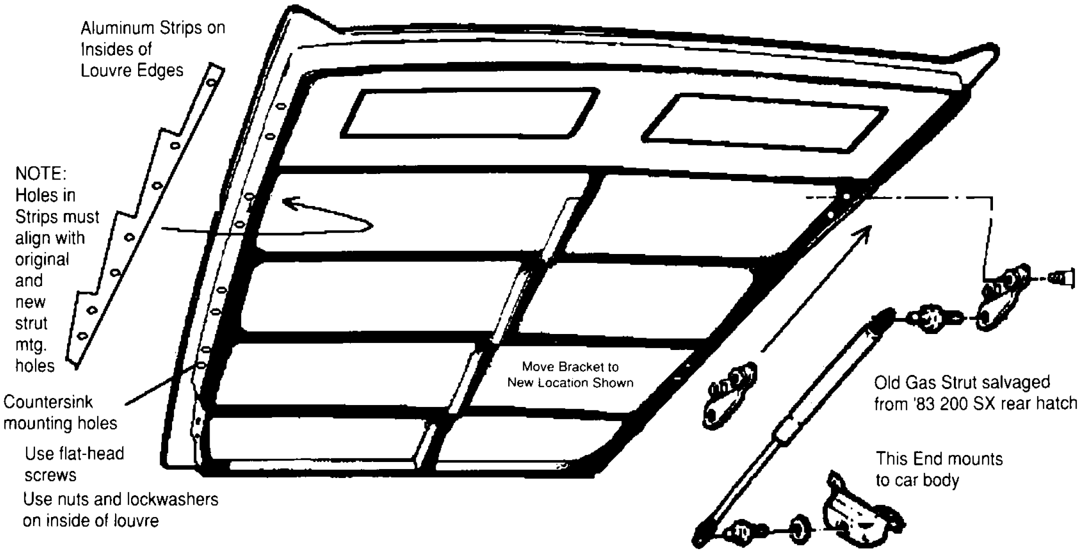
CRACKED REAR LOUVERS


Ignition
ECU Module
Located in Compartment behind Driver's Seat
16 16 15 31d 7 31
B
U
B
Shielded Cable
Connector located in Engine Compartment near Distributor
Reluctor Pickup
Distributor
Coil

The Reluctor pickup inside the distributor would "open up" at a certain temperature, killing the engine. As engine compartment temp. increased, coil would reach a temperature where it would again function. To prove the pickup was at fault, I measured the resistance of the pickup with an ohmmeter immediately after the engine died. The coil was completely open during the 7-minute failure window, then it would suddenly "heal" and read about 950 ohms on the meter. A cold solder joint where the cable attached to the pickup coil was at fault.

Getting access to the Delorean's distributor is a BEAR

Fig. C


Aluminum Strips on Insides of Louvre Edges
NOTE: Holes in Strips must align with original and new strut mtg. holes
Countersink mounting holes
Use flat-head screws
Use nuts and lockwashers on inside of louvre
Move Bracket to New Location Shown
Old Gas Strut salvaged from '83 200 SX rear hatch
This End mounts to car body

Relocating Louvre Struts and adding Reinforcing Strips

Fig. D

Love At First Sight *continued from page 29*

The reason: the previous owner had cut off the metal filler neck just above the point where the springloaded trap door attached, then jammed the cut off part (with the door still attached) into the fuel hose attachment inlet on the gas tank! The idea was presumably to reinforce the plastic neck where the filler hose attaches to the tank, allowing for a tighter hose clamp without collapsing the plastic neck. Reinforcement may not be a bad idea, but at least the guy could have removed the door first!

COOLANT OVERFLOW BOTTLE

The previous owner made a few other changes, some more successful than others. Typical example: the coolant bottle was replaced by a unit from a BMW, which doesn't fit right but functions well and is not too noticeable. Eventually I'll replace it with a metal unit designed for the DeLorean. Actually, I should say that I have never had any cooling problems with this DeLorean, even in the intense Texas summer heat.

Maybe I should leave well enough alone.

On the subject of owner induced problems, I suggest that you look over your car carefully. There weren't many DeLorean service centers around and many owners may have resorted to home remedies out of desperation. Pay particular attention to the choice of oil filters—some have bypass holes and others don't, and it would be easy to screw on any old filter without knowing if it will work properly.

CRACKED REAR LOUVERS

The rear louver struts were very weak and the louver was split where the strut attaches to the plastic on the left side. The placement of these struts invites damage—they are short and their position in the middle of the louver places considerable stress a their attachment points when closing the louvers, especially when the struts are new and stiff.

Since my louvers were already cracked at this point on one side, I didn't mind experimenting with the alternative locations for the strut. First I replaced the spent struts with longer struts salvaged from the hatchback on an '82 Datsun 200 SX. These struts have the same mounting stud and thread size as the original struts, but are about four inches longer than the originals. They were weak and could no longer hold up the Datsun hatch, but they were perfect for holding the lighter plastic louvers and, since they were already "spent", they were not likely to lose much pressure over time.

To reinforce the louver side rails and to provide a new mounting point closer to the rear of the louvers, I made aluminum reinforcement strips which attach to the inside edge of the louvers along the left and right sides. The metal strut mounting brackets were moved toward the rear of the louver and the longer struts were installed using the original DeLorean hardware. Glue and body putty disguised the crack, and semi flat black paint restored the louvers to like-new condition. (See Fig. D)

INTERIOR RESTORATION

The interior was completely baked out—the leather was destroyed, the dash was cracked and the instrument cluster billet was reduced to bits of hard plastic and powder. I purchased a new billet and leather seat covers and will eventually replace the cracked dash panel, once I hear of a good procedure that does not require removal of the windshield. Anyone out there tackled this one?

"I have never had any cooling problems with this DeLorean, even in the intense Texas summer heat."

The soft vinyl panel above the center air conditioner outlets was cracked and powdered, but the rest of the center console covering was fine. I salvaged a piece of vinyl material off the lower front of the old seat covers to replace this top piece, sewing it in place by hand using the old piece as a pattern. The grain matched perfectly, and except for a slight flaw in my stitching, looks perfectly original.

I had new headliner covers made in a local trim shop. Nothing special here, except that the color is not a perfect match to the originals, and the shop employees will curse you as they figure out how to get the fabric into those head wells without wrinkles.

Unfortunately, my headliners were a little oversize and quickly wore holes in the door gasket seal near the sun visor. The fix was to cut back the hardboard headliner material so it would not interfere with the outer seal and re-glue the foam-backed liner covering with a suitable adhesive.

continued on page 32

TECH

notes

Love At First Sight

continued from page 31

The outer door seal is replaceable as a complete piece, although the door seal on the rear of any Dodge Caravan/Plymouth Voyager is identical and could be pressed into service in a pinch. I never tried it, but the Plymouth/Dodge door looks like it may even be long enough to completely replace the DeLorean seal. My wife totaled our Caravan before I had a chance to find out.

As you have probably guessed, I enjoy working with my DeLorean and have made a few changes which may not appeal to the serious DeLorean collector. Most of them are reversible—for example, I removed the center console armrest pad and the window switches and replaced them with a home-made burlwood affair using window switches from a Peugeot. These switches mated with the original DeLorean switch connectors without change and they have internal lights that illuminate the window up/down arrows at night. I did this mainly to preserve the original console and switches, but, what the heck, it adds a little class to the interior.

"Learn more about your cars."

My DeLorean was missing the alert buzzer and more than once I left the lights on and ran down the battery. Since I couldn't find a replacement buzzer unit, I salvaged the voice unit out of (you guessed it), an '82 Datsun 200 SX and mounted it up under the dash. Now I have a DeLorean that tells me when my fuel level is low, the left or right door is open, and the lights are on. All without cutting a single wire or drilling a single hole.

I hope this article serves to encourage you owners out there to learn more about your cars. I drive mine everyday and it has proven to be both reliable and easy to repair. I specifically set out to restore a shopworn car since I couldn't afford to buy one in pristine condition, and, with only a little effort, anyone should be able to keep their car in good condition and enjoy the DeLorean driving experience for years to come.

CARE AND FEEDING

continued from page 24

Listen to this one.

I spoke with an owner a few months back who was actually complaining bitterly about the increasing value of DeLoreans. He said his insurance bills would become too high and he wouldn't be able to afford to keep his car. To me, this was very strange logic. If, in fact, his insurance did increase, he'd be looking at a few dollars a year in comparison to reaping many thousands when he decided to sell the car. Just think how happy he would be if the value of DeLoreans dropped to a few thousand dollars. He'd be able to save insurance money and sell his car at a loss.

A few pointers.

So let's get down to some solid facts regarding our cars. Initially, we must keep them in top-notch condition and as original as possible. Don't be lulled into believing that deferred maintenance will not affect the value of your DeLorean or that make-do, interchangeable parts are O.K. Collectors don't like hybrids and they don't like problem cars.

"...keep them in top-notch condition"

If you have a limited budget (and that seems like everyone these days), budget a few extra dollars a month towards maintaining the mechanical functions of your car, i.e., tuneup, cooling system, tires and brakes.

Wash your car regularly and keep it clean inside. It costs nothing to vacuum the interior and luggage compartment. Put a good polish on the front and rear fascias and scrub those tires and wheels clean. Dust and dirt covering automotive surfaces can damage them more than you may think.

Take all the extra "stuff" out of your glove box, luggage area and away from the package shelf. Take all the little "things" out of your coin tray and clean out the storage box behind the driver's seat. You'd be surprised at the damage I've seen done to leather and carpeting, for example, by just plain stuff laying around. You don't have to spend any real money and your DeLorean will not only look a lot better but it will stay in better condition.

Some time spent on the stainless steel with a blending pad and spray polish can make it look like new in just a few hours. Don't worry about a few dents and deep scratches; you can always fix those next year.

Next, take a clean, white, face towel and saturate it with hot water (as hot as your hands can take) and wring it out. Wipe the dash and binnacle area clean and then go over the seats and arms rests. After they're clean, go over them again with "Hide Food", (a leather cleaner and preservative found at good-quality auto accessory stores and prestige automobile dealerships. Follow the instructions on the "Hide Food" container.

Finally, clean all the windows, inside and out, with a good-quality glass cleaner, making sure not to leave any streaks or smudges in the corners.

When you've finished giving your car a mini-detailing job, stand back and admire it. You've improved its looks, helped maintain its condition and prolonged its life. It really doesn't take a lot to keep our cars in good condition.

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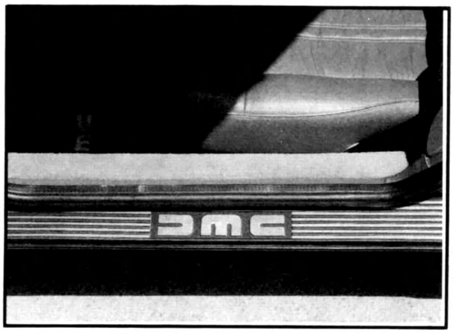

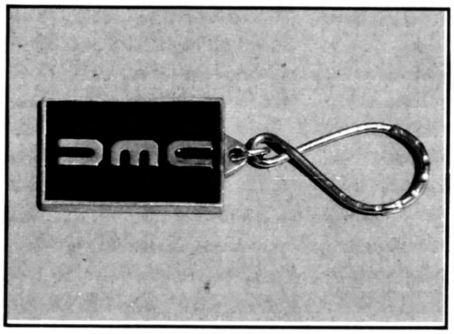

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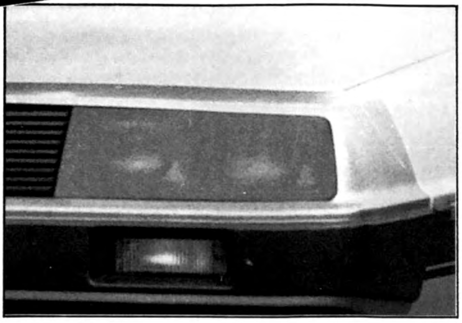

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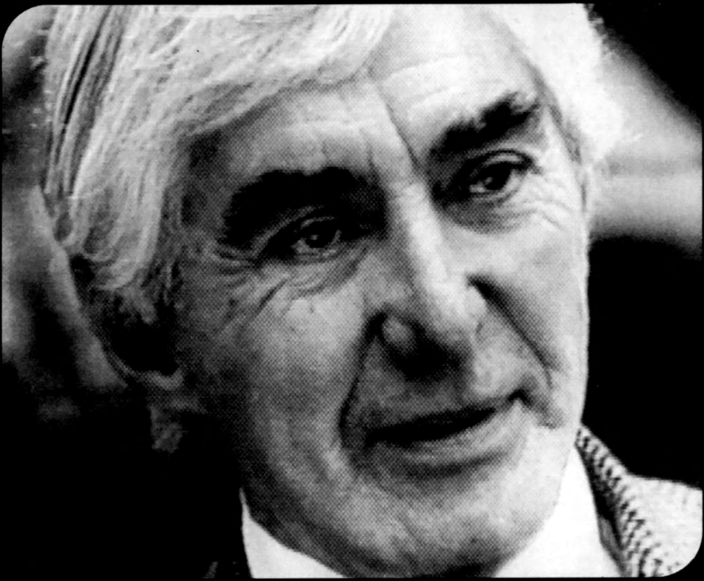

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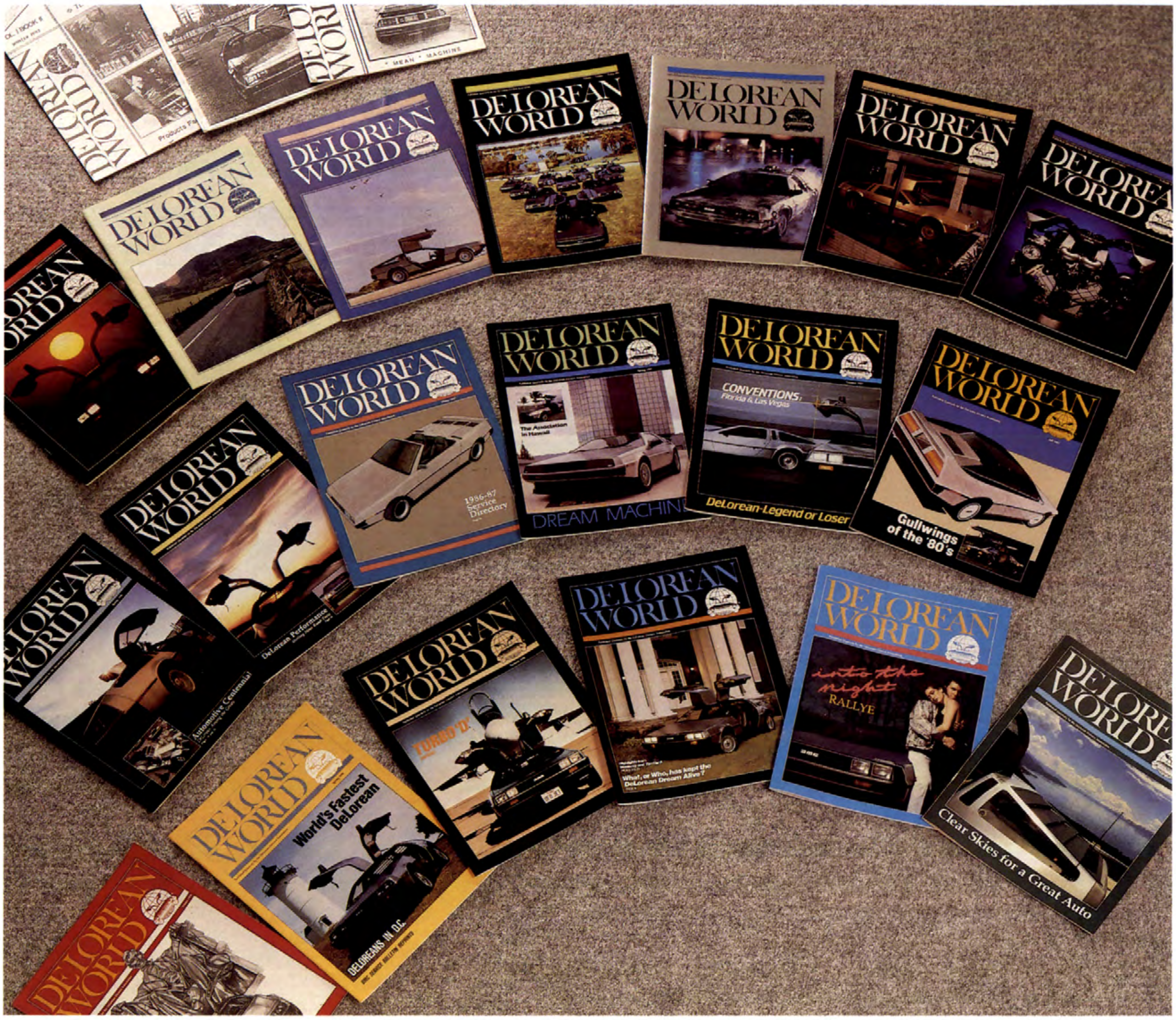
DeLorean Owners Association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"I Remember John Z." by Mike Knepper, Car and Driver, June 1993, page 113.

"One Lap Rolls in June" by Brock Yates, Car and Driver, May 1993, photo page 105.

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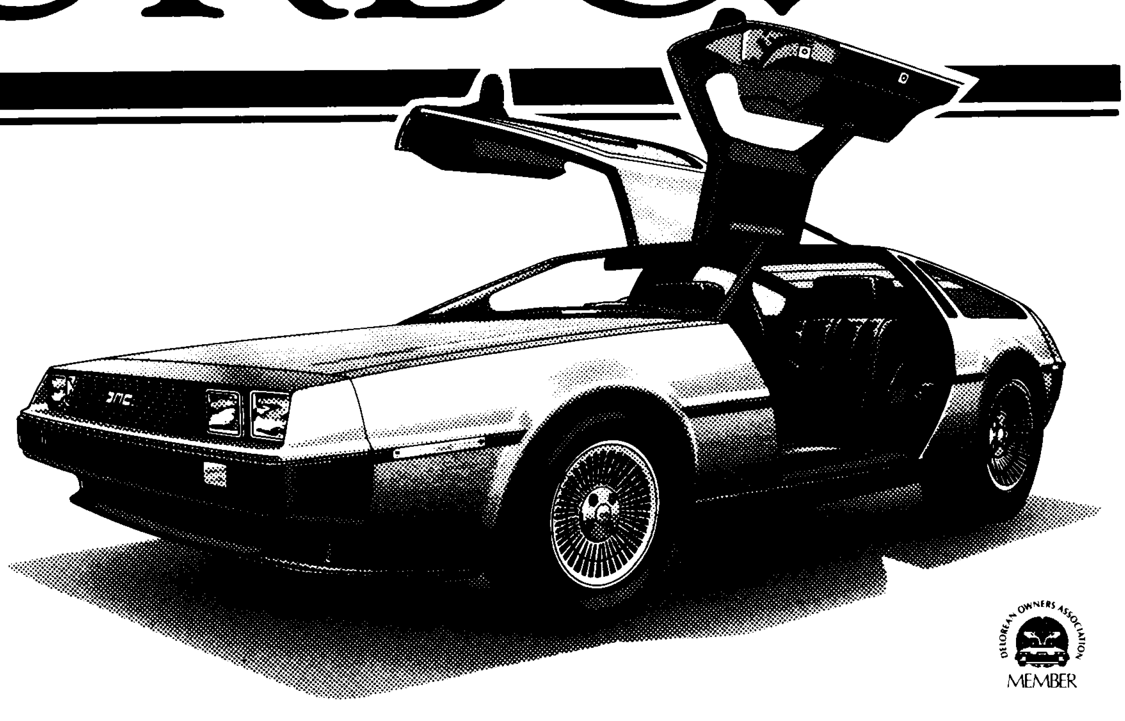

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DeLorean Owners Association
MEMBER

Go For A Walk In The Dark

Turn on your car lights and walk around it. An amber and red light should be glowing on both sides to mark the front and back of your car. These side marker lights are important safety features that should glow brightly to increase the visibility of your vehicle at night.

Here are some problems we've found with these marker lights:

1. The bulbs are burned out.
2. The rubber gaskets around the lights are checked and torn, allowing moisture to enter and corrode the fixture.
3. The lenses are cracked and scratched.
4. The bulb holders are rusted and corroded.

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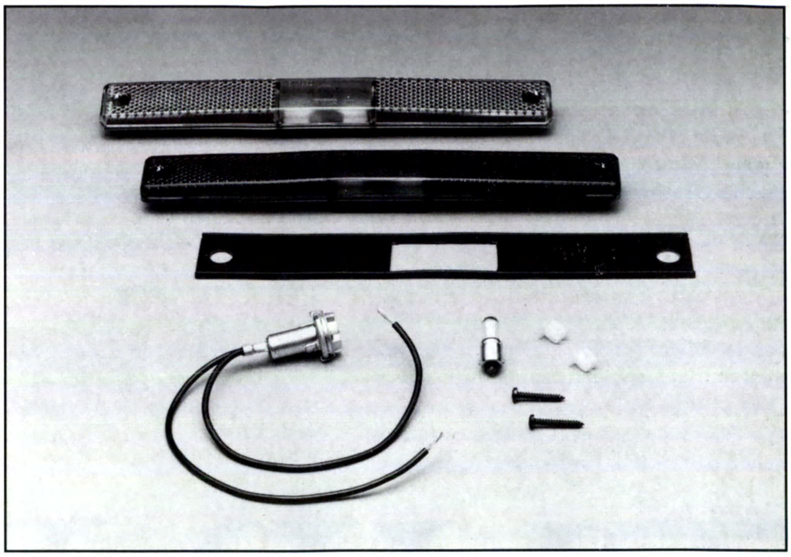

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